

THE INTERNATIONAL Teamster

FEBRUARY 1954

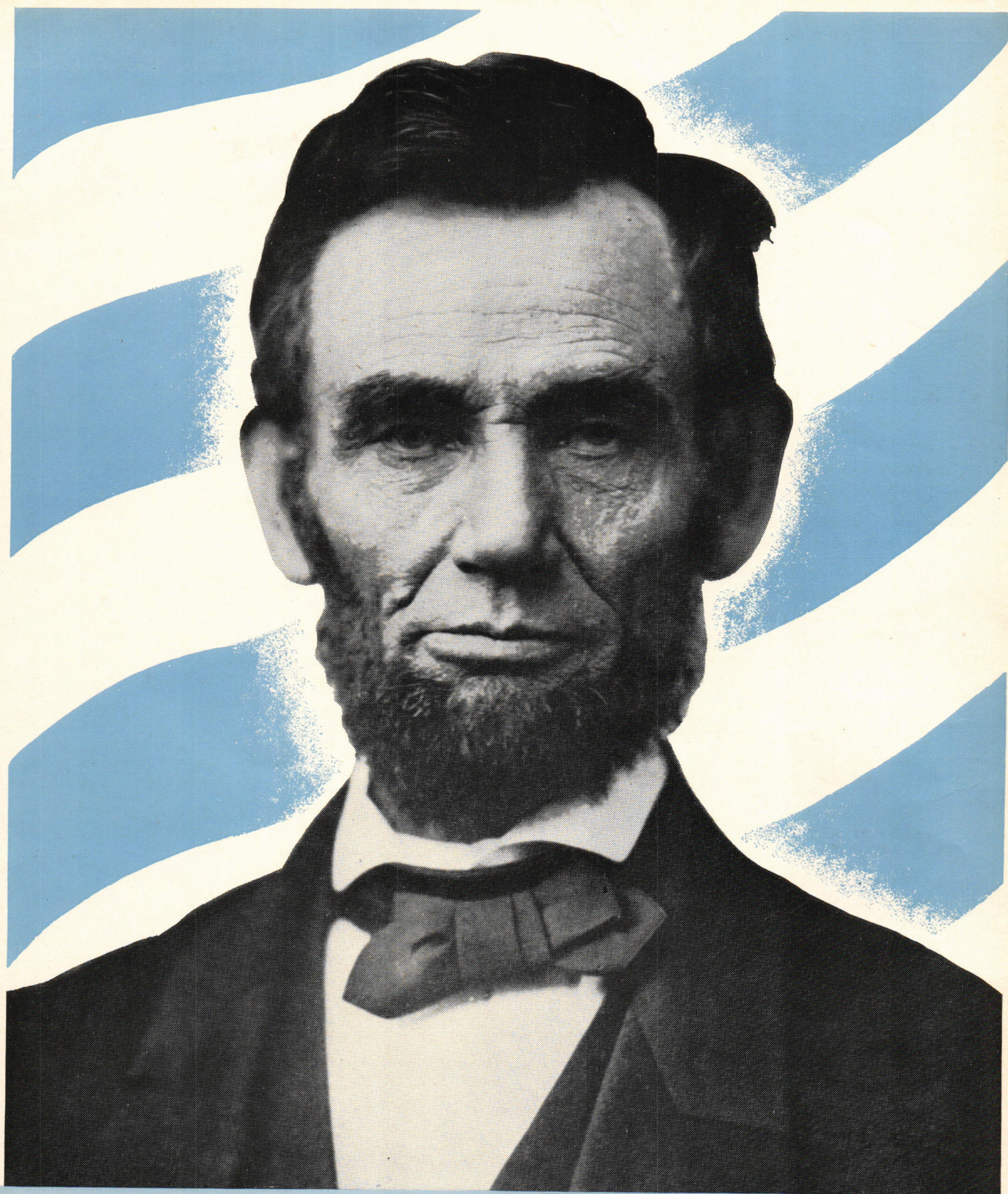
DEEP IN THE HEART OF TEXAS cotton still ranks with oil as one of most important money products. Teamsters of South Texas Joint Council 58 transport both. (Story, Page 6)

STATE OF THE UNION is sound, President Eisenhower tells second session of 83rd Congress, and his Administration has a program prepared to keep it that way. (Story, Page 4)



MAIL-BY-TRUCK operations are due for close attention from Congress. Increased use of trucks by postal service—more savings for taxpayer—is up to lawmakers. (Story, Page 15)





ABRAHAM LINCOLN, if he lived today, would be the last person to regard himself a hero. Yet, he stands as the nation's one great hero of the nineteenth century. His dedication to the cause of freedom remains today a bright flame which will lastingly kindle the inspiration of mankind. We cherish his memory, not because of dramatic sayings or his epic sacrifices, but because of the courageous leadership he gave the nation in an hour of great crisis.



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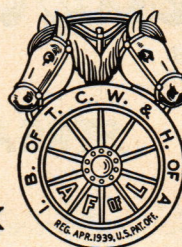
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THE INTERNATIONAL Teamster



DAVE BECK Editor

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POSTMASTERS—ATTENTION: Change of address cards on Form 3579P should be sent to the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, Mailing List Department, 810 Rhode Island Avenue, N. E., Washington 18, D. C. Published monthly at 810 Rhode Island Avenue, N. E., Washington 18, D. C., by the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, and entered as second class matter at the post office at Washington, D. C., under the Act of March 3, 1879. Accepted for mailing at special rates of postage provided for in Section 1108, Act of October 2, 1917. Authorized July 9, 1918. Printed in U.S.A. Subscription rates: Per annum, \$2.50; Single Copies, 25 cents. (All orders payable in advance.)

Letter from General President **DAVE BECK**

STREAMLINING FOR PROGRESS

THE General Executive Board will convene February 15. We will review the most constructive and progressive year in the history of our International Union. We have entered the new year with a paid-up membership by far the largest in our history.

We have the new International building in Washington progressing on schedule and we should be in our new headquarters in October, 1954.

We have partially completed the reorganization of our organizing staff and have established two additional national conference structures in the Central States and the Eastern area.

We have tremendously improved our investment program and greatly increased our investment return. We have established several national trade divisions and will have them and others functioning before spring.

We have set up a national organizing program in Canada and will develop it greatly during this year. We are searching the Dominion for administrative personnel.

We will soon announce a National Legislative Director with headquarters in Washington, D. C., and will develop a great National Legislative Division with affiliated Joint Councils and regional organizations throughout the country, perfecting a great national legislative program encompassing city, county, state and national affiliates.

We have completed the preliminary work of our Publicity and Promotional Department and will greatly expand its operation this year. We are investigating the field of television and radio trying to devise a plan for national and local participation.

We will, with local unions, Joint Councils, regional bodies, etc., sponsor and help finance the inauguration of additional local Teamsters papers as necessary adjuncts to local legislative and promotional departments.

We will announce shortly the name of a National Director, whose duties it will be to develop along with local organizations constant attention to the Interstate Commerce Commission and intra-state problems. We have already made loans to Joint Councils and local unions, thus stimulating building programs and we will continue to sponsor these building projects for the purpose of bringing local unions in our industrial cities under one roof in a central location.

We are studying carefully insurance, welfare and retirement programs both on a national and local level. We are giving careful attention and analysis to present plans, the brokerage thereof and the companies carrying the insurance and welfare. We will study the possibility of inaugurating our own national insurance structure.

We have and will continue to develop plans to organize completely our jurisdiction and protect ourselves against infringement from any source. We have an organizing program ready to launch that will contribute a million dollars during 1954 through every section of the country on a matching

basis with Joint Councils, regional groups, conferences and trade divisions. We have opened a national organizing office in New York for the area of New York and New Jersey. We will open a similar office soon in Chicago. We will expand this program as rapidly as possible under the supervision of vice presidents and regional directors.

I strongly recommend that as a regular program Joint Councils hold a weekly meeting of secretaries and business agents of affiliated local unions. This should be a regularly scheduled day each week.

We have entered into national working agreements with several international unions and will do so with others during 1954. These agreements will provide mutual programs for organizing and the machinery for settling jurisdictional and other inter-union disputes.

We will, within a short time, perfect the streamlining of our organizing staff and appoint organizing directors on a conference operating basis. International Organizers will continue to work under the appointment and direct authority of the General President and there will be a continuation of the policy of placing the organizers under the supervision of regional directors appointed by the General President or of assignment given to the vice president in the area for this supervision.

A complete survey is in process of development that will analyze the operation of each local welfare and insurance program looking toward the establishing of standard procedures that will necessitate International approval of every program adopted or functioning. We must establish a national policy in this field.

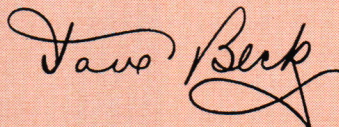
Every modern development is being adopted that will perfect the machinery of our maintaining close personal relationships from our International Office to our local unions, conferences and trade divisions, thus giving speedy and maximum service to the field from the national office.

To this end we have installed microfilm filing systems and are completely revamping our bookkeeping system and are adopting every modern technique for the speeding up of the work in our national office. We have authorized our National Economist and Statistician, David Kaplan, to recommend for immediate operation a great national statistical and research program.

We are taking a very active part in the program and procedure of the Independent Advisory Committee to the Trucking Industry. We will contribute in every possible cooperative effort with our employers to develop the trucking industry to the highest efficiency. We will soon inaugurate through trade division conferences preliminary steps to facilitate a similar program with other phases of industry such as bakery, laundry, etc.

I have said before and I repeat with emphasis now that the Teamsters will not tolerate any racketeering or shady practices on the part of any officer or member of our union. We have taken action in several places, and we will continue to take immediate steps to correct any situation in which intolerable or racketeering practices may take place.

Fraternally,

A handwritten signature in dark ink, appearing to read "Dave Beck". The signature is fluid and cursive, with a large, stylized "B" at the end.

General President.

*In an Election Year, Lawmakers
Tackle a Host of Knotty Problems,
Among Them Taft-Hartley Act*

CONGRESS FIDGETS WHILE LABOR BURNS

MAJOR legislation with far-reaching consequences to labor and to the International Brotherhood of Teamsters is before the new session of Congress. President Dwight D. Eisenhower indicated the general outlines of his legislative program in his State of the Union message on January 7 and is following it with special messages of detailed recommendations. His message on revision of the Taft-Hartley law and a new farm program were the first major proposals to come before the new session. In addition to the State of the Union address and the Presidential messages proposals are being made by key committee chairmen in the new session which opened January 4.

THREE TOP ISSUES

Teamsters are interested in three aspects of the legislative program of the President:

1. Proposals for changes in the Taft-Hartley Law which would have a marked effect on all trade unions.
2. Proposals in the field of transportation which would vitally affect the motor freight industry.
3. Proposals in the general field of labor and public welfare in which labor has a heavy stake.

Since the Taft-Hartley revisions are being given top priority legislative position, observers in Washington believe that this phase of the Eisenhower program will result in the first joining of issues between the two principal points of view on the act. The recommendations on changes came last month as the re-

sult of detailed studies which had been made by the Administration and following several weeks of hearings which were held in 1953 by the Senate Committee on Labor and Public Welfare and by the Committee on Education and Labor of the House of Representatives.

In his message to Congress, Mr. Eisenhower set forth in his introduction to precise proposals the principle with which few could quarrel when he said:

"Federal labor-management legislation at best can provide only the framework in which free collective

bargaining may be conducted. It should impose neither arbitrary restrictions nor heavy-handedness upon a relationship in which good will and sympathetic understanding should be the predominant characteristics."

'BASIC OBJECTIVES'

Following the enunciation of this principle, he set forth more than a dozen changes which he said would "reinforce" the "basic objectives" of Taft-Hartley which he called "sound legislation." The changes which were recommended are indicated, largely in the language of the Presidential message itself:

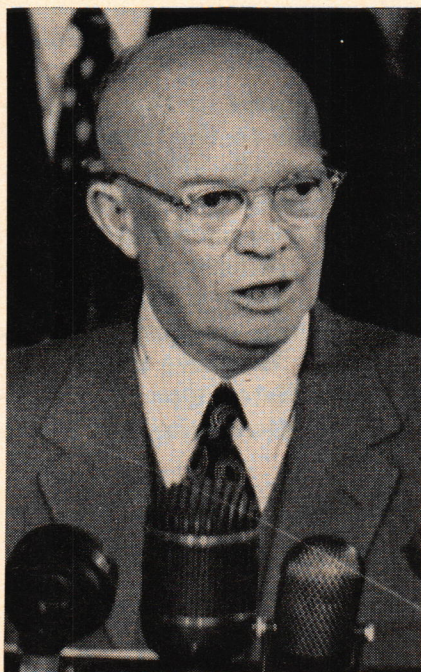
1. **INJUNCTIONS:** "I recommend that whenever an injunction is issued under the National Labor Relations Act (Taft-Hartley) where a collective bargaining relationship exists between the parties, the Federal Mediation and Conciliation Service shall impanel a special local board to meet with the parties in an effort to seek a settlement of their dispute."

2. **SECONDARY BOYCOTTS:** In the same discussion of injunctions the President recommended that the application for an injunction in secondary boycott cases be discretionary.

The President called the "true secondary boycott" an act that is "indefensible and must not be permitted," but he said that the labor act must not "prohibit legitimate concerted activities against other than innocent parties."

At this point the President said, "I recommend that the act be clarified by making it explicit that concerted action against (1) an employer who is performing 'farmed-out' work for the account of another employer whose employees are on strike or (2) an employer on a construction project who, together with other employers, is engaged in work on the site of the project, will not be treated as a secondary boycott."

3. **ECONOMIC STRIKERS:** A union-busting device in Taft-Hartley would be corrected by another recommendation by the President on the voting power of economic strikers. Said the President, "In order to make it impossible for an employer to use this provision (forbid-



PRESIDENT EISENHOWER delivers his State of the Union message to Congress.

ding economic strikers the right to vote in NLRB elections) to destroy a union of his employees, I recommend that, in the event of an economic strike, the National Labor Relations Board be prohibited from considering a petition on the part of the employer which challenges the representation rights of the striking union. I further recommend that for a period of four months after the commencement of the strike, the Board be prohibited from considering a petition on the part of any other union which claims to represent the employees. The prohibition against considering a petition by the employer should continue as long as the strike continues, provided, however, that a reasonable limit of time, which I suggest be one year, be stipulated."

4. CONTRACT REOPENING: Under the present law either employer or the union may insist on reopening the collective bargaining agreement for the negotiation of matters not previously covered. Such a provision, said the President, could frustrate the stabilization of labor relations. He said, "I recommend that the law be amended so as to protect both parties to a valid collective bargaining agreement from being required to negotiate during its term unless the contract so authorizes or both parties mutually consent."

5. NATIONAL EMERGENCY PROVISIONS: The so-called national emergency sections of the Taft-Hartley Act were praised by Eisenhower as "essential to the protection of the national health and safety." At the present time emergency boards can only report the facts of a dispute situation to the President. Mr. Eisenhower would go a step further and he said, "I recommend that after he (the President) has received and made available to the public the last report of the board of inquiry (if the dispute has not then been settled), he be empowered to reconvene the board and direct it to make recommendations to him for the settlement of the dispute." The recommendations would not be binding on the parties yet such recommendations should have "real value," said the President.

6. PRE-HIRE CONTRACTS: One of the most important recommendations in the list of recommendations concerns employees in the construction, amusement and maritime industries with casual employment. Since much of the work in these industries is "usually casual, temporary or intermittent," said the President, "I recommend that in these industries the employer be permitted to enter into a pre-hire contract with the union under which the union will be treated initially as the employees' representative for collective bargaining. I also recommend that in these industries the employer and the union be permitted to make a union-shop contract under which an employee, within seven days after the beginning of his employment, shall become a member of the union."

UNION RESPONSIBILITY

7. AGENCY: The responsibility of a union for the acts of its members or of an employer for the acts of his employee was the subject of a specific recommendation. On this point the President said, "In order to make it clear that a union cannot be held responsible for an act of an individual member solely because of his membership in the union, I recommend that the act be amended to make the traditional common law rules of agency apply."

8. NON-COMMUNIST AFFIDAVIT: The President recommended that the non-Communist rules requiring a union's officials to sign an affidavit disclaiming Communist membership before it can use the NLRB procedures would be extended to make a like requirement of employers. The President indicated that the problem of Communist infiltration was under study and that if legislation assuring adequate protection were enacted the Taft-Hartley non-Communist affidavit requirement could be eliminated entirely.

9. FREE SPEECH: "Congress should make clear that the right of free speech, as now defined in the act, applies equally to labor and management in every aspect of their relationship." From this observation it does not appear clear as to whether the President was referring to the NLRB old ruling in the Bon-

wit-Teller case or to the virtual reversal given recently which would seem to penalize labor in the exercise of free speech.

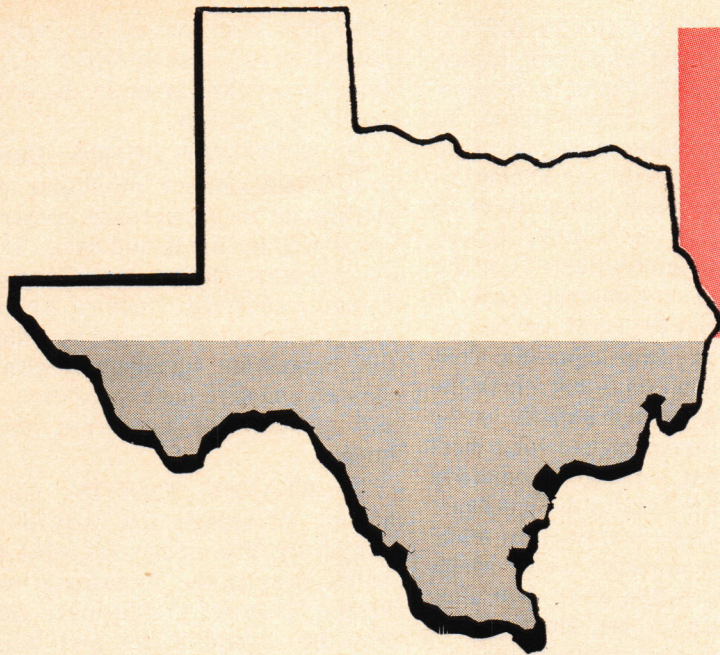
10. WELFARE FUNDS: Eisenhower said present provisions are inadequate to protect and conserve union welfare funds and said, "It is my recommendation that Congress initiate a thorough study of welfare and pension funds covered by collective bargaining agreements, with a view of enacting such legislation, as will protect and conserve these funds. . . ."

11. STATES' RIGHTS: Clarification of jurisdiction would be sought by this recommendation which was, in the President's own words: "The act should make clear that the several States and Territories, when confronted with emergencies endangering the health or safety of their citizens, are not, through any conflict with the Federal law, actual or implied, deprived of the right to deal with such emergencies. The need for the right to deal with such clarification of jurisdiction between the Federal and the State and Territorial governments in the labor-management field has lately been emphasized by the broad implications of the most recent decision of the Supreme Court dealing with this subject."

12. STRIKE VOTES: The section which has caused the most comment and may be regarded as perhaps the most controversial dealt with the strike vote. The President on this subject said, "In the employer-employee relationship there is nothing which so vitally affects the individual employee as the loss of his pay when he is called on to strike. In such an important decision he should have an opportunity to express his free choice by secret ballot held under Government auspices."

The President's message would indicate that a strike vote should be taken *before* a strike takes place. Senator H. Alexander Smith (Rep., N. J.), chairman of the Committee on Labor and Public Welfare, introduced legislation to implement part of the proposed revisions and his bill provided for a Government-supervised strike vote *after* a strike starts.

(Continued on page 14)



JC 58

THE South Texas STORY

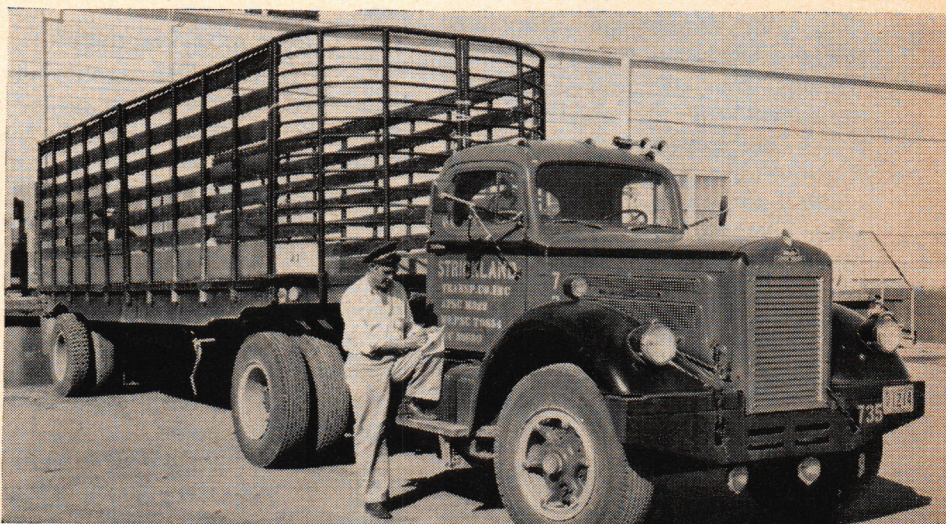
EVER since the Yankees began considering annexation of the Lone Star State back in the 1840's there has been talk of dividing Texas up into workable parcels.

Texas is five times as large as the average state—260 times larger than Rhode Island. It's almost a thousand miles from El Paso to the Louisiana border and just about as far from the Panhandle to the Gulf.

But just let a non-Texan lay a surveying line to the fair land of Texas! If the population doesn't pounce upon him, the Texas Rangers will. "Texas, one and indivisible," states the salute to the Lone Star Flag, and woe unto the man who treads upon the bluebonnets with any plan for dividing up the state.

Texas Teamsters took all this into consideration several years ago, and they figured they had better go ahead and divide the state anyway. They drew a rough line across the broad waist of Texas from Huntsville to Fort Stockton. Every local union north of the line was in the domain of Joint Council 80 with headquarters in Dallas. South of the line Joint Council 58 holds sway.

We will tell you of the busy locals of JC 80 in a later issue. This time we visit the eight locals which are active in South Texas—the so-called



WHILE HIS Strickland Transportation Co. truck is being loaded at Kelly Air Force Base in San Antonio, Raymond Sanchez of Local 657 examines his freight bills.

"Land of the Big Rich." We take you to the domain of Joint Council 58.

The Gulf Coast Region of Texas—extending from the Piney Woods at the Louisiana border to the fertile valley of the Rio Grande and the northern perimeter of Mexico—has been called America's new industrial frontier. Texans, who like to deal in tall figures, boast that the area produces almost half of the total petroleum of the United States, that it is a leading producer of rice, citrus, vegetables, chemicals, white pine lumber and wood pulp for paper. There are 141,000,000 acres of farm and ranch land in Texas, dotted with highly-profitable beef cattle.

Teamsters' Joint Council 58 is beginning to thrive too. It has its headquarters in the South's largest city, Houston. Once a month the business agents and officers of eight Gulf Coast locals meet at the office of General Local 968, as President W. W. Teague pounds the gavel to begin discussions of another 30-days activities. Special meetings are frequent, for Texas is "open shop country," and all Organized Labor in the state is battling tremendous odds to achieve its goals.

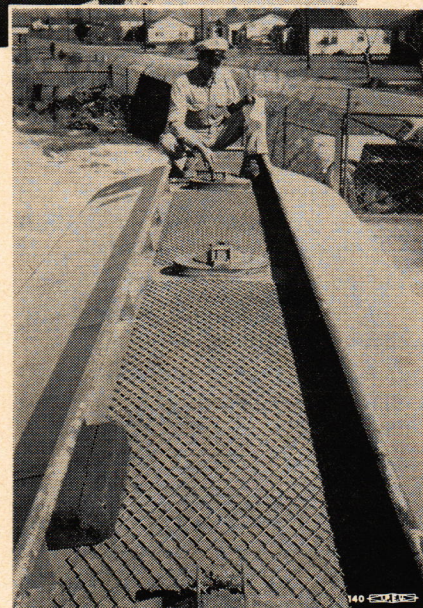
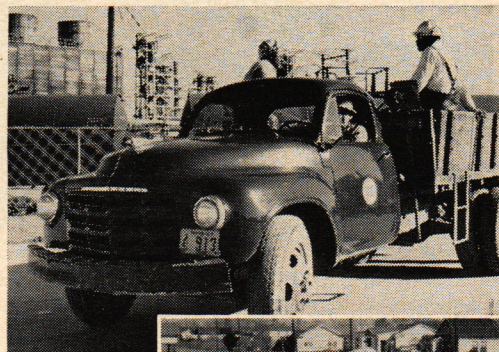
In total strength, JC 58 does not compare with the larger councils of the East and Mid-West. Local 949 (sales drivers, deliverymen, chauffeurs, warehousemen and helpers)

*In the Land of the
Oil and Cattle
Millionaires, Local
Unions of JC 58
Work Steadily
Against Many Odds*

AT THE GALVESTON docks, J. P. Sims, Business Representative of Taxi Drivers Local 858 checks the book of D. L. Smith, as two SIU seamen await a ride.



THREE MEMBERS of Galveston Local 940 leaving the Monsanto Chemical plant at Texas City.



TRAVIS Stafford of Younger Brothers, Inc., and a member of Beaumont Local 393 checks the covers of his gasoline transport.

JC 58 EXECUTIVE BOARD: Seated, C. A. Ebelt, secretary-treasurer; W. W. Teague, president; R. G. Miller, vice president; and R. A. Malloy, recording secretary. Standing, A. A. Nelson, A. Dykes, and R. B. Moon, all trustees of the joint council.

has about 800 members; 349 (cab drivers) totals almost 750; and General Local 968 lists 2,200. In Galveston, 50 miles south of Houston on the Gulf, 837 (lumber yard drivers, helpers and municipal employees), an all-colored local, shows 150 members; 858 (taxi drivers) lists 150; and General Local 940 has about 500 members. Then there's 393 of Beaumont and vicinity, which totals about 500, and General Local 657 of San Antonio, with about 750. All together, there are about 6,000 Teamsters in the jurisdiction of JC 58.

Texas had better get on the ball,

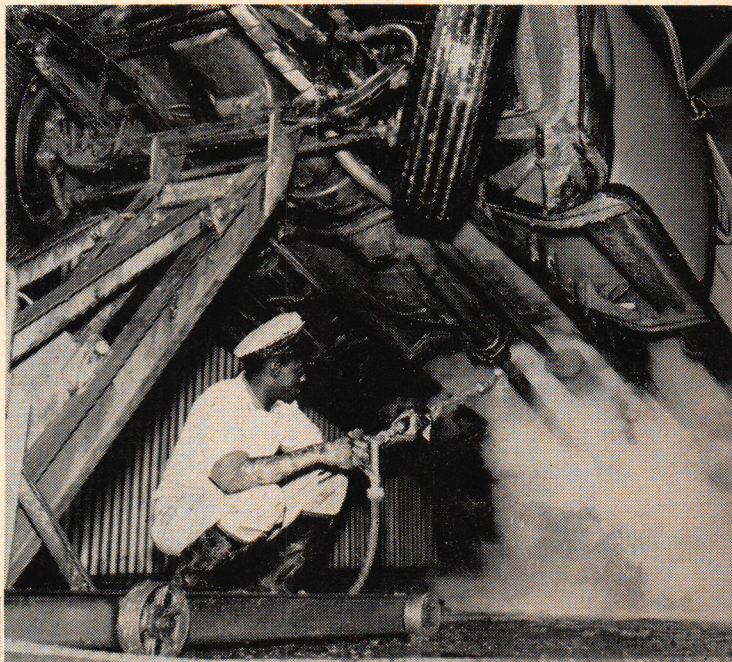
you say. Texas is on the ball. Teamsters have been on the move in Texas for about two decades. Right now they're working tandem axles on a steep grade, for Texas is notoriously anti-labor. The labor laws are so bad that local unions in the state much prefer Taft-Hartley to the O'Daniel Law or some of the open shop laws passed in Austin. Contract negotiations are full of injunctions, affidavits, and every other legal obstacle known to collective bargaining. One freight line tried seven times to get a court restraining order against the Teamsters, until the court finally, in desperation, is-

sued a restraining order restraining the freight line from applying for more restraining orders.

Texas locals must file complete financial reports by February 1 of each year. Organizers must carry cards certifying to the fact that they are labor organizers as defined by House Bill No. 100 of the 48th Legislature. The state attorney general is pushing for a state commission that can say which labor unions may organize in the state and which may not.

BIG EDUCATIONAL JOB

Texas Teamsters have a big job of public education on their hands.



STEAM CLEANING a delivery truck at Grocery Supply Company in Houston is Robert McClain of General Local 968.

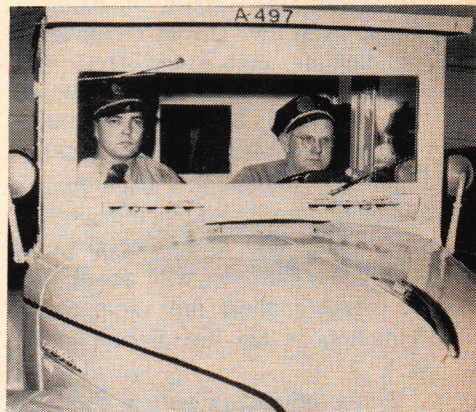


MAKING A DELIVERY at Texas Children's Hospital, a unit of the Texas Medical Center, is Jesse Harris of Local 968, driving a Brown Express rig.

CHARLIE LUCIA of Sales Drivers Local 949, Houston, makes a delivery.



ON A BRINK's armored truck route are W. B. Hamilton and E. N. Ivy, both members of General Local 968.



"The Taft-Hartley Act Protects the Worker" stated a recent *Dallas Morning News* editorial, following a visit to the city by Former Congressman Fred Hartley.

Until recent years Texas had largely a rural population. With new industries coming into the state in the past decade, however, more and more Texans are becoming city dwellers, and these thousands are beginning to realize that they must have union organization in order to achieve better wages and working conditions. The building trades, the oil workers, the chemical workers, and other groups are pretty well organized. Texas Teamsters are doing an excellent job with freight carriers, and they're making inroads into all other branches of the international jurisdiction. They have

members handling vehicles at Dow Chemical Company's plant at Freeport, at Monsanto's big plant at Texas City, in the oil refinery city of Port Arthur, among the vast army installations at San Antonio, and in generally-booming Houston.

One significant fact is quickly noted in any Teamster organization in the South and Southwest: Local unions are breaking down racial barriers and giving the Negro population and those of Mexican descent equal opportunity to earn a livelihood. They not only give strong support to all-colored locals in their disputes, but their mixed locals are going out of their way to avoid discrimination in job placement. General Local 968 in Houston has a hustling colored business agent in Nick Howard. A. Dykes of Local

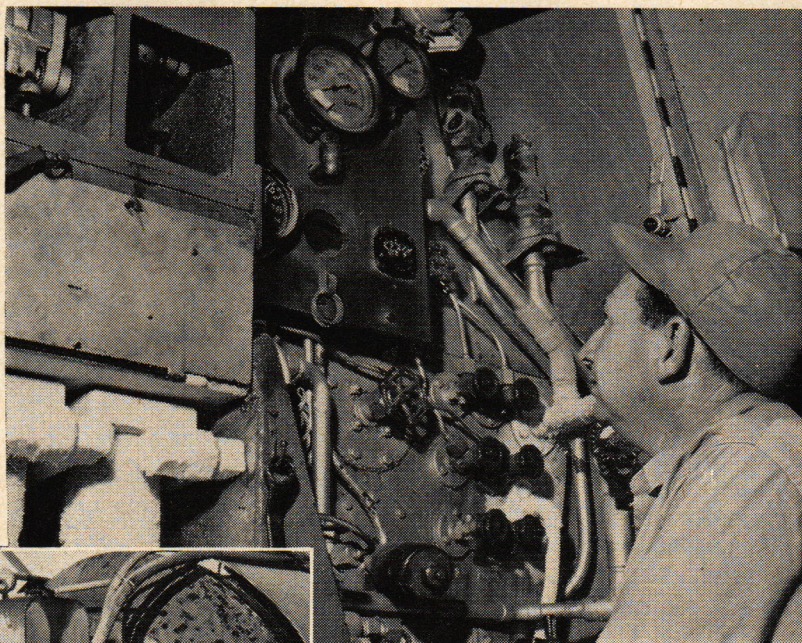
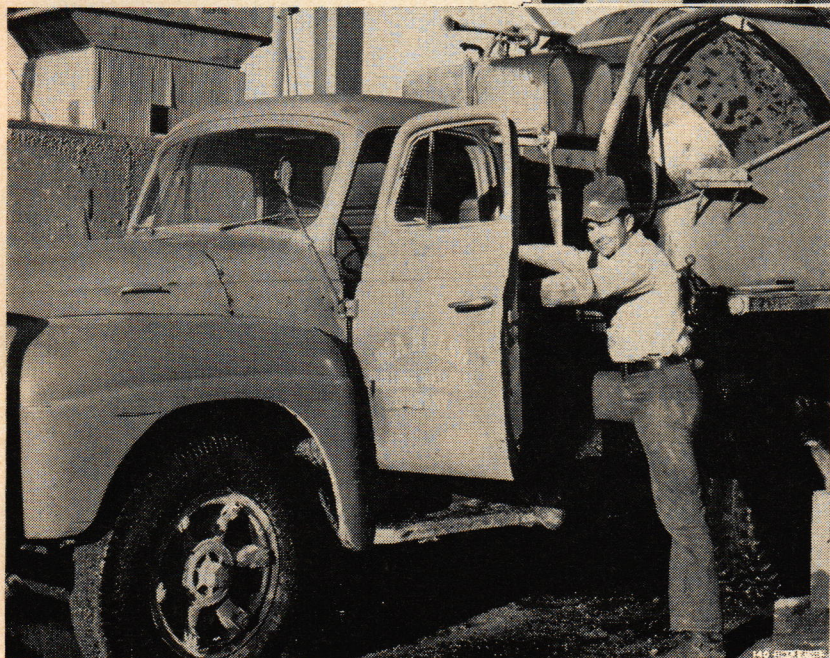
837 is a veteran leader in the coastal resort city of Galveston, as is Will Christian, 75-year-old business agent still active in Local 837.

Where public sentiment is still apathetic on racial issues, Teamsters are setting an excellent example of good American unionism.

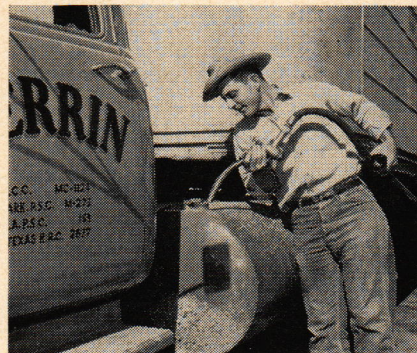
FOUNDED IN '30's

The joint council was founded in the 30's, when the Wagner Act and national recovery stimulated union organization for the first time. There was one local union of ice handlers and milk drivers as far back as 1917, but things didn't really get under way until 1937 when the bread drivers of Houston were char-

READY with another load of Kelso ready-mix is Dan McNeil of Galveston Local 940.



FILLING THE GAS tank of a Herrin Transport rig is Walter Gill of Local 393.



tered as Local 349. About the same time, the truck drivers and brewery drivers became Local 968. Local 837, the all-colored local at Galveston, was chartered in August, 1937.

Local 349 was organized by C. R. Jeffers, a former seaman who became a taxi driver. R. E. Johnson was first to organize the ice handlers in Houston.

Local 949 started out in 1938 as a bakery, cracker, pie and yeast local. Its charter was changed in 1943 to sales drivers, deliverymen, etc. G. R. "Pop" Hattan, a veteran of the local now on pension, says

949 has had only one strike in its 15 years of organization, and that one was a 3-day strike in 1939 against a bicycle shop. The owner signed on the third day and then went out of business.

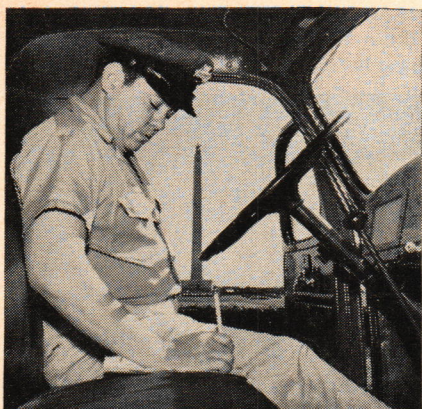
Teamster locals of South Texas were building their membership well until World War II. Then the draft, the O'Daniel Law, and the combining of many delivery routes caused the membership to drop drastically.

POST-WAR BUILDING

Since the war the joint council has had a big job of rebuilding. They are setting a good record. Men like



MAJOR Hulet of Galveston Local 837 at work in the Gulf Lumber Co. yard.



IN FRONT of the San Jacinto Monument, a Texas landmark south of Houston, is Louis Nieto of Falstaff Beer.

Ben Killin of Local 393, who has completed 14 years of bulk-gasoline hauling with Younger Brothers without an accident, are setting safety standards. The joint council is presently contracting for four 24-sheet outdoor billboards on highways leading into Houston, on which they will publicize the fact that "Teamsters are the safest drivers in the world" in mileage ratios. Galveston locals have made their city safety conscious by sponsoring the local school patrols and "junior policemen."

CLOSE AFFILIATIONS

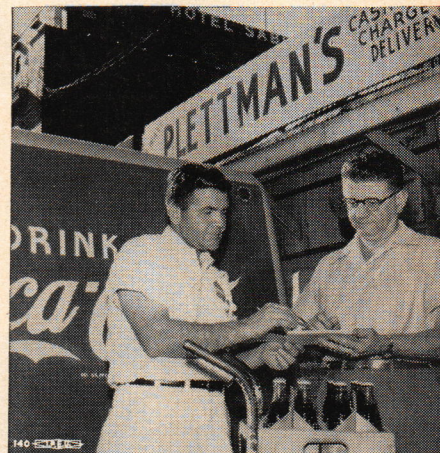
Joint Council 58 is closely affiliated with all local, state and international labor organizations, sending a representative to each central labor body, participating in State Federation work, and meeting frequently with Teamsters of North Texas for consultation. They give strong support to the annual observance of Truck Transportation Week.

In general civic work they are widely known. They have collected toys and manned the collection stations for the Salvation Army, picked up funds contributed to various telethons, and last Christmas they gave away 125 miniature Teamster-card trucks to worthy youngsters. Morris Miller, a cab driver of Local 349, dressed as Santa Claus and wheeled his customers around the city with good Christmas cheer. He would stop at each house and say a few happy words to the kids waving goodbye to mama and papa. The newspapers soon had pictures and stories of his exploits in the regular editions.

DISPATCHERS for Bell Cab of Houston are Troy Boyce, left, and George Blanton, his relief, both charter members of Houston Taxi Drivers Local 349.



FRONT TO REAR, G. A. Dawson, David McGilbra and James McBride of Grocery Supply Company at the loading dock.



THE OWNER of Plettman's of Port Arthur signs order slip for Raymond R. Richardson, Coca-Cola driver.

Although relatively young organizations, the locals of South Texas provide health and welfare plans for two-thirds of their freight carrier membership, at no cost to the members. Business agents all over the state are covered by a severance pay and retirement program. Most members come under the International's life, accident, and health insurance plan.

HAS INSURANCE PLAN

Local 949 has a \$1,500 life insurance plan costing \$2 a year and a sickness policy costing \$6 a year. A \$500 burial fund is also offered.

The Executive Board of Joint Council 58 is composed of seven veteran Texas organizers. President is W. W. Teague of Local 968, Houston. Vice President is R. G. Miller. C. A. Ebelt of Local 349, Taxi Drivers, is secretary-treasurer, and R. A. Malloy is recording secretary. Trustees include A. A. Nelson and A. Dykes of Galveston and R. B. Moon, who has been business agent of Local 949 since 1948.

The potential of JC 58 is great. With all drivers at the largest Falstaff beer distributing warehouse in the nation organized and all warehouse-

men at National Biscuit Company's biggest cracker plant (in Houston) signed up, Teamsters are trying to score more and more triumphs.

In Galveston, for instance, every laundry driver in the city is a Teamster. In Houston all taxi drivers but those of one small company are organized, and this lone "holdout" is expected to soon be in the camp of organized labor.

At Carnation's big milk processing plant in Houston about 280 inside workers carry cards. All milk, bread, and beer drivers in Galveston are organized. There's a seafood packing plant in Galveston with warehousemen organized.

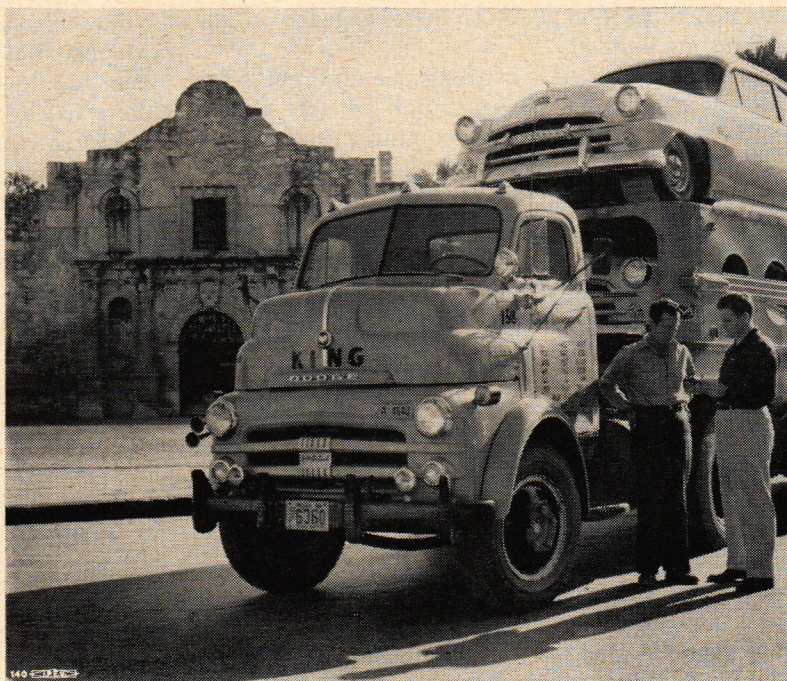
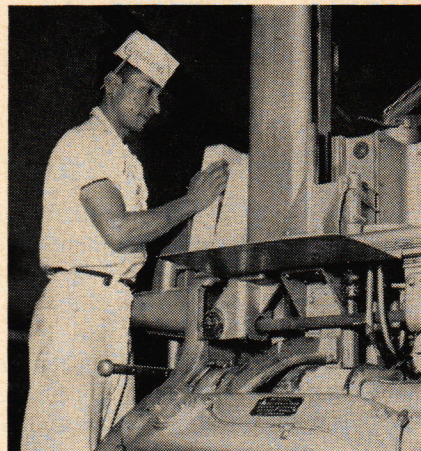
OIL A MAJOR INDUSTRY

The region has several industries which are somewhat unique and which are Teamster-manned. Many

the Southwest via convoy trucks.

In a narrow strip of South Texas, extending from Larado, a quiet border town, south to the Gulf of Mexico and Brownsville, is a fertile region of citrus groves and broad truck farms which Texans fondly refer to as "The Valley." Here the Rio Grande meanders in its wide and sandy river bed between Texas and Mexico, finally fanning out in a muddy delta as it reaches salt water. This is the land where the "wetbacks" cross the border seeking work and where they are regularly rounded up by the U. S. Border Patrol and taken back home.

D. A. SANDOVALL of Local 949 feeds the Purepac machine at the Carnation Milk Company plant in Houston.



A KING TRANSPORT tractor loaded with new cars for Texas dealers pauses beside the Alamo. Tom Clover, a member of Detroit Local 299, has his dues book checked by Raymond Shafer, business manager of Local 657.



IN THE SUPPLY ROOM of Monsanto's Texas City plant—a pipefitter and Billy Lloyd, a warehouseman of Local 940.

of the long, over-the-road tank trailers which carry bulk gasoline from the coastal refineries to distribution points are union-driven, as are the trucks operated by pipeline construction crews. As the oil industry tries to supply increased public demands for petroleum products, more and more pipelines are needed to and from refineries, from tank farms, from oil and gas fields.

Truck transport of new cars is a common practice in Texas. Both Ford and General Motors have assembly plants in Dallas, and new cars are hauled to every corner of

'GYPSIES' A PROBLEM

Teamsters have members at one produce shipping center, Crystal City, but they have had difficulty in organizing further because of the great number of "wildcatters" or "gypsy" truckers which come in from out of state, unload their cargoes, and then pick up Valley produce for the return trip.

In recent weeks organizers of the Joint Council have been working with filling station employees of East Texas, seeking to establish the first Teamster local in this jurisdiction in the South.

We'll hear big things out of South Texas in the coming years, for members of Joint Council 58 are setting the pace with an aggressive organizing drive. The locals have a big area to cover—approximately 900 miles wide by 300 miles deep at its widest point—but they're going after members and better contracts in a way that will make Texas proud.

Not so long ago Los Angeles and Southern California were as unorganized as is Texas. Today these areas are as well organized as any section of the United States. So will Texas be with the help of its Northern associates.

EDITORIALS

Committee Study Awaited

The problem of the so-called "piggyback" method of transporting by rail large truck-trailers across the country is posing a first-class freight hauling and transport problem. With this situation the International Brotherhood of Teamsters is deeply concerned.

Recently the General President appointed a committee which will make a study of the piggy-back problem. This study will be a realistic one and will examine all phases of the problem with special reference to the implications as they may affect those engaged in the motor transport industry.

The committee named is a strong one and represents Teamster leaders from every section of the United States. Moreover, those on the committee are experienced in over-the-road motor freight problems and may be expected to subject the data on piggyback growth to a most searching analysis.

Those of our members who are affected by any possible growth in the piggyback method will look forward with interest to the report which this special committee may issue.

'Wetbacks' on the Rise

A recent study under the sponsorship of the Texas Federation of Labor and the Texas GI Forum has revealed shocking conditions in the "wetback" situation. Wetbacks are illegal entrants from Mexico who come over and work on American farms, in the orchards, plantations and fields.

THE TEAMSTER has drawn attention on various occasions to the menace of the wetbacks. It is disturbing to know that the influx of illegal entrants is increasing. Figures presented in this study, based on U. S. Immigration Service data, indicate a sharp rise in the last few years.

In 1945, last year of World War II, the Service reported 71,500 apprehended and the figures rose steadily with the following dramatic climb:

- 1946: 102,200;
- 1947: 198,000;
- 1948: 197,500 (a slight decrease noted);
- 1949: 293,000;
- 1950: 480,000;
- 1951: 513,815;
- 1952: 543,538, and
- 1953: 875,318.

This rapid increase, particularly in the last three years should be alarming to every American and especially to the trade union movement. Note: these are numbers *apprehended*; doubtless many, many more entered.

The wetbacks are replacing American workers, depressing wages and lowering living standards.

The problem of the wetbacks is both a human problem and an economic problem. The conditions revealed in the Texas study, "These Are the Wetbacks" are shocking in the extreme and cry out for remedial steps. But the wetback flow is likewise an economic problem and as such vitally affects the labor movement and the labor force in this country.

It has been popularly supposed that wetbacks take only the lowest paid jobs, work of a marginal nature. While this may be true in the main, there is ample evidence that wetbacks are going into other work, other than the lowest paid field labor. Studies by those interested in this problem indicate that the infiltration by wetbacks is reaching into many lines of work, even including the skilled building trades.

We have not attacked the problem of the wetbacks with either the human consideration or the economic realism the problem demands. The Texas publication with its shocking revelations should have marked effect in getting some action soon.

A Crisis in Coal

The American coal mining industry appears to be going through an economic crisis. Efforts are being made by mining operators and union leaders to have the Federal Government take action to stop the importation of certain kinds of foreign oils.

There has been a sharp drop in exports of coal from the U. S. to European countries and this has had a drastic effect on the American coal industry.

There are many facets to the problem of the coal crisis, but there appears also to be some room for hope. The nation is in a period of great industrial growth and expanding use of hydroelectric energy. The market for electric appliances appears to be growing and coal used by the electric utilities industry will probably set another record in 1954, exceeding the high level of 1953.

The high production of coal needed for the growing utilities market is more of a long term solution than a short-term remedy. In the meantime, the coal industry, both operators and employers seem to be in a continuing crisis. The Export-Import Bank should aid in the solution of this problem. We recommend your reading John L. Lewis' address to Congress giving a review of this subject.

A Long Way to Go

In all the year-end summaries showing various developments over the past year, one was made which excited little interest but is one with considerable im-

portance. This was the report from the Tuskegee Institute that the United States had passed its second calendar year without a lynching in the nation. And the Institute announced that it was abandoning its custom of making reports on lynching.

It is encouraging to note that lynching appears to be on its way out as a form of quick "justice." But is mob violence declining? That appears to be a real question because there were reported many examples of violence including bombings, illegal jailings, prisoner-killings and the like.

While it may be gratifying to see real progress made in man's consideration for his fellowmen, there is still much to be done before we have any real celebration or can express great satisfaction in our social progress.

Public Deserves to Know

Citizens of the country have been shocked recently by revelations that some so-called charities are rackets whereby scheming promoters use a good reputation and a great need as "bait" for money for a charity cause.

The public deserves to know what charities are rackets and what are legitimate. It is to be regretted that the revelations about charity rackets may tend to impair the fund-raising of legitimate organizations. The attention focussed on charities will tend to bring into the open the extent of administration charges which are made by various organizations. Such information should be wide public knowledge.

When the public or organizations give a dollar to any charity group, the givers deserve to know how many cents from the dollar are required for administration and fund-raising expenses. When the figure gets over 10 cents, it may be time to start asking questions.

The recent investigations in charity rackets should serve to put our members and our local unions and joint councils on notice to use the utmost caution in contributing to or in endorsing contributions to charity drives and solicitations for funds.

Such organizations as the Community Chest, March of Dimes, T.B. Seals, Red Cross, Heart Campaign and other well-known annual efforts probably have not been hurt by the revelations. But the contrast to the practices of the legitimate organizations with those of racketeering outfits should serve to bring into focus the value of the worthy solicitations which we have always been glad to support.

Not the Answer

From time to time THE INTERNATIONAL TEAMSTER has published articles on the development of toll roads in this country. So important has been this type of highway building that it was felt that the members deserve to know the story of the growing network of expressways, superhighways and other roads which are being built on a pay-as-you-travel basis.

Estimates by engineers and roadbuilders for 1954 would seem to indicate that we are going to have a

record year in toll road construction. An all-time high in construction of toll roads will be written in the record books before the year is out, it appears certain. As much as a thousand miles of toll highway are under study with a strong prospect that much of this thousand miles will be built.

The 1954 prospects are a far cry from the efforts made 15 years ago when the state of Pennsylvania formed its now famous Pennsylvania Turnpike Authority and put in a 160-mile superhighway. To that original stretch of expressway have been added other miles and the Pennsylvania pattern has been followed by other states. Today we have in service more than 800 miles of toll highways and parkways. With the roads which are being built and are on the books for building this year and next, the nation should have by the end of 1955 almost 2,000 miles of toll roads.

The Teamsters have been leaders in calling for adequate highways for the motor age. The phenomenal growth of motor freight in the last 25 years has dramatically shown that our highways in a large measure are relics of the horse and buggy era. Today we have greatly increased horsepower and speed in passenger cars and trucks and likewise we have millions of more owners. We have seen a striking transfer of cargo from railroads to highways in the last two decades which accentuates the need for decent roads.

The toll road program is spectacular and claims many newspaper headlines and a great deal of feature space in the dailies and the magazines. As important and interesting as a toll roads program might be, it by no means takes the place of a really nationally conceived roads program to fill national needs. The most optimistic supporters of toll roads would not claim that toll roads are the answer to our highway problems.

The mileage being put into place by the engineers and builders is only a fraction of our real highway requirements. The highway program is one of our top priorities in the construction field. Our cities are being strangled by congestion and new free ways, widened streets, new bridges are the needs of the day. Our main highways are slow and inadequate and, for the most part, ill-adapted to meet the heavy demands of the motor age.

Our cities, states and the nation all have a big job ahead of them if they are to meet the highway needs in anything like an adequate fashion. These needs have been spelled out by the experts who are familiar with the detailed requirements of the nation—requirements serving national defense needs as well as every day commercial demands. This year Congress and the state legislatures have a double-barrelled opportunity to do an exceptional service to their constituents: first of all in helping meet the critical highway needs and secondly, to provide a great construction stimulus at a time when employment opportunities may be seriously needed in the coming months.

In our consideration of the highway problem we should all realize that as interesting as toll roads are, they are not the answer.

BUSY MONTHS AHEAD FOR TEAMSTERS

THIS year will be a busy one for the International Brotherhood of Teamsters, according to plans recently announced by General President Dave Beck. The year will see national meetings of trade divisions as well as sessions of the regional conferences—the Western Conference of Teamsters, the Central States Conference of Teamsters and the recently organized Eastern Conference of Teamsters. Representatives of locals and joint councils in the South will also be present at Central and Eastern meetings.

Calling of trade division meetings without proper coordination could result in needless duplication and much overlapping of travel and time spent in sessions. In order to reduce any possibility of overlapping to a basic minimum the general president is planning to call a preliminary planning session of area conference directors, trade division heads and directors of two newly planned divisions—Interstate Commerce Commission and Legislative—in order that conference work and meetings might be planned with the highest possible degree of efficiency.

In addition to the area conference meetings Mr. Beck has announced a session of the Legal Division which was formed last year. The attorneys representing local unions and joint councils will meet with the International's general counsel and discuss problems of Federal and state legislation, problems of labor relations and cases in the courts and before the National Labor Relations Board. The legal meeting will be called by and held under the auspices of the International Union.

A National Truck Check will be held this year and the date for the road check will be set this month at the General Executive Board meeting which begins February 15 in Miami, Fla. After the date is set a planning and operational meeting

on the road check will be held in Chicago as it has been in past years.

Two surveys are under way which will have special interest to long lines drivers—post office mail hauling by motor freight and the so-called “piggy-back” transportation by truck and rail combination. The surveys, undertaken in connection with these two problems, along with many other problems incidental to long lines operations, will be discussed by those meeting at the planning session for the annual road check in Chicago.

In December the Teamsters inaugurated on a national basis a union shop card and label campaign in cooperation with the Union Label & Service Trades Department (AFL). This campaign will be pushed this year and the general president has indicated that he will soon name a national and regional director of the Automotive Trades Division. The International, working at the national, regional and local levels, will utilize all avenues of publicity to sponsor purchases at garages, service stations and other outlets displaying the Teamster shop card and label.

General President Beck is announcing in his monthly message to the members (see page 2) the formation of a National Legislative Division with headquarters in Washington, D. C. The director who will head this division will be named soon, he indicated, and sometime this spring a conference of this division will be held. Mr. Beck, in national Teamsters' conferences, has often referred to the necessity of the organization having a legislative division which can act on behalf of the union and the union's interest in motor freight issues. The new division should be helpful to every area conference and joint council in the country, international officials believe.

Congress Fidgets, Labor Burns

(Continued from page 5)

The problem is expected to be clarified in hearings as to the time element recommended by the Administration.

13. CHECK - OFF: The President asked that the authorization given by an employee for a check-off of union dues be made to extend for the life of the collective bargaining contract unless the employee by affirmative action revokes the authority.

14. FINANCIAL REPORTS OF UNIONS: The President asked that the provisions governing financial reports of union be changed so that the procedure can be simplified and duplication of information provided might be avoided.

Immediately following the delivery of the message labor leaders began a study with their counsel of the proposed changes. Legislation which had been introduced likewise was being given careful analysis. It appeared likely that hearings would be held on the changes, but that the 1954 hearings would be far less in time and extent than those of 1953.

On January 11 President Eisenhower also delivered a message on his new flexible supports farm program. By the end of January he was scheduled to deliver the following messages: social programs, January 14; health legislation, January 18; budget and taxes, January 21; housing, January 25, and the economic report, January 28.

In the field of transportation legislation appeared in the offing but by mid-January it was too early to determine either the type or extent of proposed measures. In the last session Congressman Charles A. Wollvertson (Rep., N. J.) introduced a bill which would curb the power of the Interstate Commerce Commission to regulate trip-leasing by motor truck. This bill passed the House, but failed to get action in the Senate. Since action is pending in Congress, the I. C. C. has postponed the effective date by one year of the proposed trip-leasing regulations as readers of THE INTERNATIONAL TEAMSTER were advised last month.

Trucking of Mails Issue Up to Congress

Better Service at Lower Cost Possible, Beck Tells Congress, But Need for Reforms Is Cited

THE issue of better postal service at lower cost by means of truck transportation was laid squarely before the Congress by Dave Beck, General President of the Teamsters' Union, as the second session of the 83rd Congress convened January 6.

In personal letters to the chairmen of key Congressional Committees, President Beck called attention to the article in last month's edition of *THE TEAMSTER* which reported on the case history of mail-by-truck in the St. Louis area.

President Beck also called attention to the fact that there were abuses of the law: that men were being overworked, and that unsafe equipment was being used by some contractors.

In his letter he stated:

"... There are three very important elements in this account of the mail trucking operation in the St. Louis area. They are (1) the enormous savings made possible by the use of trucks for the transportation of mail, particularly in the area up to 300 miles; (2) the superior service possible by the use of trucks; (3) the necessity for standards to be set that will outlaw the use of unsafe equipment and the overworking of drivers."

The story of mail-by-truck opera-

tions in the St. Louis area revealed that the Post Office Department had saved approximately \$250,000 per year by using trucks instead of rail transportation; that delivery of mail in the 35,000 square miles surrounding the city was advanced for delivery by 24 hours. The article also stated that "some of the gains were out of the 'skins' of the drivers," pointing out that unsafe equipment was used in some instances and that drivers of some contractors were worked as much as 80 hours per

week without overtime pay and in violation of I.C.C. safety regulations.

Meanwhile, action in other quarters followed publication of *THE TEAMSTER* article.

The Labor Department Wage and Hour Division ruled that provisions of the National Fair Labor Standards Act apply to drivers, drivers' helpers, loaders and mechanics of trucking concerns that contract to carry the mail, if those concerns operate outside the jurisdiction of the Interstate Commerce Commission.

OVERTIME APPLIES

Wage Hour Administrator William R. McComb held that the Fair Labor Standards Act overtime pay exemption for such employees applies only if the Interstate Commerce Commission has jurisdiction over their hours of work under the Motor Carrier Act.

Since the I.C.C. has disclaimed jurisdiction over employees engaged in the transportation of mail under contract with the Post Office Department in vehicles used exclusively for that purpose, Administrator McComb holds that the categories of employees listed above, when engaged exclusively in transporting mail, are entitled to time-and-one-

half pay for overtime in excess of 40 hours a week. The Administrator stressed that the Act's minimum wage requirement also applies.

Such a ruling is oftentimes routine but in this instance with complaints following publication of *THE TEAMSTER* magazine article, suits were immediately instituted by the Labor Department against two mail contractors alleging violations of provisions of the Fair Labor Standards Act.

One of these contractors, Charles T. Crowder of Suffolk, Virginia, who employs 10 drivers on several Star Route mail contracts in that area, was alleged to have failed to pay overtime pay to his employees, to have failed to pay the minimum wage of 75 cents per hour provided by law and with failure to observe the provisions of the Act which require adequate labor records.

The other suit cited Joseph H. Raines of Bethlehem, Pennsylvania, for violation of overtime and record keeping provisions of the Fair Labor Standards Act in connection with five drivers on mail by truck routes in Pennsylvania.

These suits filed in Federal Court sought injunctions restraining the defendants from further violation. No penalties were sought but from these actions suits may arise for damages and pay for the back period.

Post Office Department officials were noncommittal. Assistant Postmaster General John Allen, in charge of the Department's Bureau of Transportation, stated that a ruling had been requested from the Department's legal authority. Pending receipt of this ruling, no statement was forthcoming.

Meanwhile, in St. Louis action was begun toward correcting the abuses revealed in *THE TEAMSTER* article.

LABOR INDUSTRY TALKS

Harold Gibbons, head of the Teamsters' Joint Council in St. Louis, conferred with trucking industry heads and plans were made for airing the entire problem with Labor Department officials in the local region. The Post Office Department transportation heads lo-

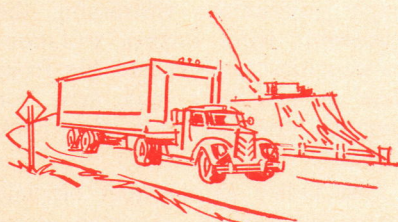
(Continued on page 26)

Trade Divisions Take a Hard Look At 1954 and See Vast Opportunity For Progress and Achievements

IT'LL BE A GOOD YEAR FOR TEAMSTERS!

THE COMING YEAR should be a good one for Teamsters, if the estimates indicated by trade divisions are a guide. Reports have been received by the International Office from several trade divisions expressing optimism about prospects for 1954. While the estimates by the trade divisions were made conditional on continuing national economic health without a substantial setback, most of the officials felt certain that employment would remain relatively high. The prospects range from fair and good to quite good.

Reports were obtained from chairmen or directors of the Bakery, Construction, Cannery, Miscellaneous, Warehouse, Over-the-Road and Automotive Trades Divisions.



Industrial Problems To Get Attention

PROBLEMS of organization, regulation and liaison and cooperation with the motor freight industry will occupy major attention on the part of the National Over-the-Road Division during 1954. These problems range all the way from another successful national truck check to working with the industry in urging consideration for candidates for membership on the Interstate Commerce Commission. Thomas E. Flynn was named several weeks ago as director of the National Over-the-Road Division.

Teamsters are familiar with the

fact that the Interstate Commerce Commission has postponed for a year the promulgation of trip-leasing regulations. These grew out of the famous MC-43 case in which the authority of the I.C.C. to regulate trip-leasing was challenged in the courts. The I.C.C., heavily backstopped by the International Brotherhood of Teamsters, took its case through the United States Supreme Court and won the right to regulate. Various maneuvers have resulted in delays and postponement of effective regulation with the latest step that of delaying for one year the date of bringing the new rules into force.

The division is developing plans for continuation of the National Truck Check which has been held annually for the last several years.

The division will spearhead the efforts of the International Brotherhood of Teamsters to urge the appointment to the Interstate Commerce Commission of members who have some background and understanding of the problems of the

motor transport industry. The I.C.C. has been traditionally dominated by members with what has been called "railroad thinking."

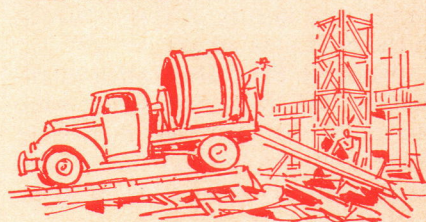
The general president was commended for naming a special study committee to look into the so-called "piggy-back" problem. The over-the-road drivers are most vitally affected by this form of freight hauling.

Continuing studies will be made of the owner-operator problem and its implications to the Teamsters and to the motor truck industry.

Teamsters in the National Over-the-Road Division stand ready to cooperate with all segments of the industry in developing sound programs of reciprocity.

During the coming year the division hopes to have available over-the-road contracts for study and information. Analysis of these contracts should prove helpful to unions affiliated with the division in their negotiations.

The general progress of the division will, of course, depend in a large measure on the economic good health of the industry and the nation in general. Since it is hoped that a high level of productivity will be maintained, a high degree of employment should result for over-the-road drivers. If, however, there is a sharp setback, the outlook would not be so promising, division spokesmen believe.



Outlook Promising In Construction

AGOOD year ahead for construction industry drivers should result from work in 1954 which should be the second highest in volume on record, according to Harold Therrion, Director of the Construction and Building Materials Division. Last year set a new record for construction with \$34.7 billion in new

building and \$11 billion in modernization work.

The Construction Division is looking at the months ahead with two problems in mind: the problems of the construction industry and the problems of Teamster organization within the construction industry.

Last year was a big year all around in construction and 1954 should be a big one, according to best estimates.

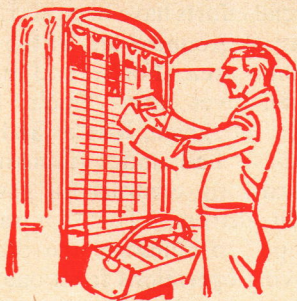
School and institutional building will be strong, it appears, with reports coming in on new school work at every level with heavy expenditures being made by many colleges and universities. Many states have already appropriated funds for institutional work and others have set up commissions authorized to plan and get work under way.

Maryland, for example, has a \$568 million 12-year road program and Florida and Kansas have inaugurated two-year building programs, the greatest in their histories. Florida has allocated more than \$32 million for university and custodial buildings and Kansas has authorized \$5 million for a new medical school, \$3.4 million for student housing, \$9 million for a state office building and \$2 million in general buildings.

Several states are going into new buildings and improvements strongly including Georgia, Illinois, Indiana, Ohio, Oklahoma, Pennsylvania and Washington.

Pipelines should have an exceptional year, as new lines are being planned and new contracts prepared for letting. Redevelopment likewise should be good, but residential housing will be off unless this Congress liberalizes terms and financing.

The Construction Division, according to Therion, is making a close study of the construction picture and the role of the Teamsters in construction with emphasis on jurisdiction. The division will keep in close contact with the area conferences and hopes to effect a constant interchange of ideas, suggestions and information. The recent meeting of the National Policy Committee developed a program for action for the coming months which should insure the Teamsters in the division of having an active year.



Miscellaneous Unit Sees Bright Year

STEPPED-UP efforts toward organizing, the evolution of new techniques and developments in the legislative field will characterize the jurisdiction of the National Miscellaneous Division, according to William M. Griffin, chairman. Those in the division include driver-salesmen driving trucks and outside salesmen driving passenger cars.

"More intense efforts toward organizing these workers in 1954" is a top aim of the division. Assistance to local unions will be extended through the development of new organizational techniques.

A change in legislation in the Federal Government's Fair Labor Standards Act is hoped for. Under looked-for changes would be provisions to bring workers in this jurisdiction under the Wage-Hour law whereby hours and conditions would be subjected to regulation.

The vending machine business and automatic merchandising in general is showing rapid growth with 1953 topping 1952 and prospects for 1954 appear bright. This would mean a greater volume for Teamsters serving this field as well as more employees directly and indirectly benefiting by the increased business expected this year. Although at the present time a wide variety of items are being sold through coin machines, the best judgment of the industry is that the coin machine has by no means hit the saturation point. New items to be sold by machines are expected to be added this year and substantial improvements are promised for the traditional types of goods which

have been marketed by coin operated units.

The National Miscellaneous Division has under consideration the design and adoption of a Teamster union label seal which can be affixed to union-serviced machines. This label is expected to be most helpful in organizing and policing the field, the policy committee of the division believes.

"Significant progress" was reported in 1953 by miscellaneous drivers in such fields as parcel delivery, armored car drivers and messengers and the hope is that the momentum of last year will be helpful in advancing organization work in 1954.



Warehouse Group Stresses Organizing

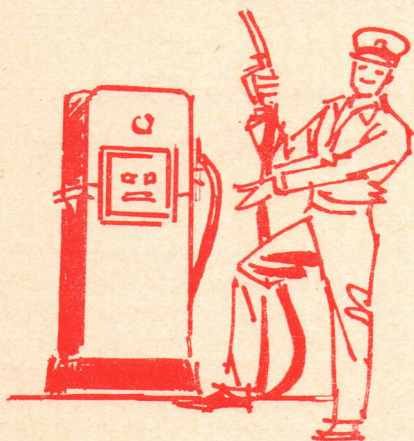
THE National Warehouse Division, as its first 1954 project, is completing the series of nationwide surveys started last June by making a study of the infringements on the Teamster warehouse jurisdiction by other international unions, both CIO and AFL. The Division officers plan to assist these local unions, either on the International level or by direct aid to the locals where necessary, according to Harold Gibbons, director.

Hundreds of thousands of unorganized employees are within the jurisdiction of warehouse locals, it was found in the first survey made by the Division. Besides rendering assistance in organizing, and providing wage and other factual information, the Division has already conducted a conference of locals with Kroger Co. warehouse contracts. It plans other such meetings of locals dealing with companies of multi-

city or nationwide scope, along with conferences with the regional conference officers and Division officials concerned. The purpose of these conferences is to facilitate organizing, and to plan negotiations with a view to obtaining nationwide uniformity of conditions.

The close relationship of the warehousemen with the drivers and processing workers has been fostered through cooperation with the other Trade Divisions and this is expected to grow as other Divisions establish themselves at International headquarters.

With businessmen figuring on a recession ahead, the Division is working on several problems created by the new money-saving plans of many big companies. Such problems include the continued growth of the supermarkets that eliminate all sales personnel, and the shift from branch warehousing to shipping direct from the factory to a warehouse on the retail outlet's premises.



Expanded Operation In Auto Division

EXPANDED organization backed by a program of coordination, education and public relations is the aim of the National Automotive, Petroleum & Allied Trades Division, according to a report received from Melroy Horn, chairman, and Edwin Dorsey, secretary. The automotive field is one in which great possibilities of organization are foreseen by General President Dave Beck.

Special efforts have been carried on by way of ground work in the Central States area. For several months representatives from Illinois, Iowa, Indiana, Michigan, Kansas and Missouri have had under discussion a standard form contract for gasoline and oil drivers. This contract is developed to eliminate the practice of moving operations from one state to another in which the rate may be lower. The efforts to move work from decent pay centers such as Chicago, St. Louis and other highly organized cities would be checkmated by the new contract. This new contract form has been adopted in Illinois and will be adopted also by other states as the agreements expire. The wage structure of gas and oil drivers throughout the country will be protected.

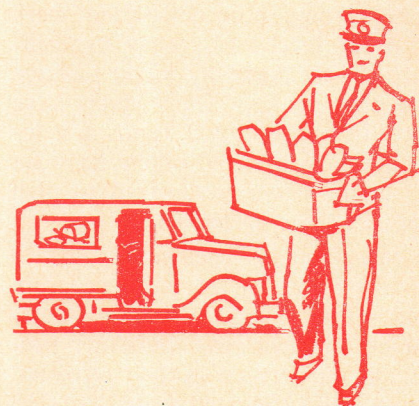
Organizational work will be extended in 1954 to small communities which have not received full attention in the past. In Missouri the division is establishing "truck stop" filling stations as designated key points of highway organization. These will help form the nucleus of a network of union service stations.

Heavy emphasis this year, as in the past, will be given to the display of the Union Service Shop Card. In addition to the usual publicity media, talks are employed before civic and other public groups as steps in the program of education. The heavy educational program in the past, where carried out, is bearing fruit, the division reports.

Educational work will be coupled with public relations activities of the division. Officials of the Automotive Divisions say: "Keeping our locals clean, decent and strong are not enough at this point—we must see that the public knows about it and understands our aims and objectives . . . our outlook for 1954 is greater accomplishment and success than ever before. We look forward confidently to the best years of our life under the leadership of President Beck and unless there is a complete economic collapse, wages should reach an all-time high with more benefits and better conditions for a much greater number of workers under our jurisdiction."

Educational work on a national basis is a great need, say division

officials, with locals, joint councils and area conferences exchanging information, and say they: "We must, of course, continue to have the support of the motoring and buying public and since good public relations are earned and not given to us, the Automotive Division will strive to follow the advice and counsel of the general president to run clean, decent, aggressive local unions and to let the world know that we are on the job."



Good Year Is Seen For Bakery Drivers

BAKERY drivers should have a good year in 1954, believes William A. Lee, chairman of the National Bakery Division.

Hopes for a good year in the bakery drivers' field are based on the generally healthy state of the industry and the volume of merchandise being handled through the wholesale baking industry which is one of the top-ranking industries in the United States. A high degree of organization prevails in the baking field with the Teamsters having the drivers and the Bakery and Confectionery Workers' International Union having the inside workers.

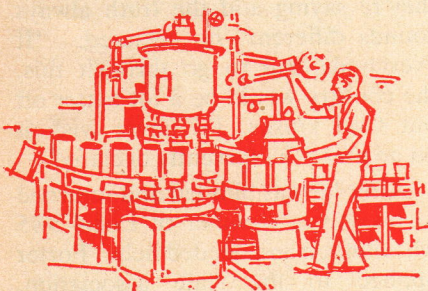
One of the oldest in the world, it is an industry which keep pace with technological changes. Efforts to maintain a program of constantly improving the products are put forth by the various elements of the industry which is one of the most competitive in the food field. Of particular interest to Teamsters is the

program of package improvement and stepped-up merchandising programs. New packaging is being counted upon to raise the volume of goods for distribution.

Management and labor relations are, generally speaking, good in the baking industry with no major work stoppage in the past year and indications for a good year for '54.

Aggressive sales programs support the efforts of the producers in the baking industry to improve their product. These programs include steps taken through the use of all modern media to advise the public on the healthful benefits of the foods, the vitamin fortification used and the sanitary manufacturing conditions employed in the production of bread, cakes, cookies and pastries.

Bakery driver unions under Teamster jurisdiction have been successful in developing a strong sense of service to customers. This has resulted not only in helping the employer raise volume but in improved labor-management relations at the local level. The many benefits of Teamster membership will be strong talking points in the organization work in the coming months, the division's spokesmen say, in surveying the possibilities ahead.



Cannery Division Outlines Objectives

AN aggressive program to expand the benefits of unionism from the 15 per cent organized to the 85 per cent of unorganized workers in the food processing industry will be the chief goal of the National Cannery Division in 1954, according to Lewis C. Harkins, director.

The problems of the industry in general are those faced by business in general with the food processing industry gaining through any drop in

the overall cost of living. On the other hand, if there is substantial unemployment, luxury lines of food are likely to drop and the volume of staples decline, it is believed.

The size and scope of the canning industry is far greater than ordinarily believed, say Cannery Division spokesmen. With the thousands and thousands of food processing plants of various types, the frontier for organization work represents one of the most promising of the entire Teamster movement. The establishments in the industry each hire from 200 to 3,500 workers and many operate 50 weeks a year.

Goals of the Cannery Division for 1954 include an effort to achieve the 40-hour week throughout the year with the elimination of the long workweek during certain seasons; a broader Social Security program; increased unemployment benefits; expansion of health and welfare

programs and equal pay for men and women doing the same work.

Organization work in the canning and food processing industry is not only promising in terms of numbers which can be benefited by unionization, but it is promising in terms of the increased benefits which can be brought to individual workers.

The National Cannery Division stands ready to aid area conferences, joint councils and local unions in their organizational problems, according to Harkins. The division has national headquarters established at the International Office as part of the program inaugurated a few months ago by General President Dave Beck.

The Cannery Division in cooperation with the canning industry will sponsor a display at the '54 Union Industries Show sponsored by the Union Label & Service Trades Department (AFL).

TEAMSTERS WIN GERBER PLANT

A MAJOR victory in a strategic food processing area has just been won by the National Cannery Division with the selection of Teamsters as bargaining agents named by the employees of the Gerber Products Company, Rochester, N. Y.

The employees were faced with two choices at the election held January 11: the International Brotherhood of Teamsters or the Amalgamated Butcher Workmen, both AFL unions. The vote tally was 238, Teamsters; 186, Butcher Workmen.

The Rochester plant of Gerber has in excess of 600 employees with a little over 500 eligible to cast a bargaining election vote. The expansion of facilities at Rochester indicate that the workers will number 1,000 within a year.

The two matters of primary importance to the National Cannery Division in the election victory is the fact that Gerber is in a key food processing area with some 20 canneries and processing plants in the general vicinity. The second reason

for regarding the victory as important is the fact that with the Rochester victory the Teamsters now have two out of the three Gerber establishments. Teamsters have organized the San Francisco plant and the Congress of Industrial Organizations the Fremont, Mich., plant.

Tying in the West Coast plant with New York and other state organizing efforts will represent another illustration of area conferences and trade divisions locals working together for the mutual advantage of all. The Rochester campaign has been under way for several months. The employees were formerly in a Federal Union and more recently had indicated a preference for the Teamsters. Efforts of the Butcher Workmen to become bargaining representatives, thus violating the jurisdiction of the Teamsters, resulted in an election under the National Labor Relations Board which was won last month by the Teamsters. The director of the division, Lewis C. Harkins, was in Rochester working with Teamsters' organizers.

*"They Agreed to Let Me Stay on,"
Says Henry Porter; He Worked Hard
Before, and Blindness Spurred Him On*

A LOSS OF SIGHT NOT OF STRENGTH!

HENRY N. PORTER, 42, the business agent of Local 585, a general local in Washington, Pa., has had the job since 1944. Previously, from 1942, he had been president. Before that he had been a charter member when it was organized in 1926.

But when he took over as business agent in 1944 the local was generally in pretty bad shape. He worked night and day seven days a week putting it back together. "We started all over again with only about a hundred members," he recalled.

He admits that if he had known then what he knows now, it wouldn't have been so tough. But, inexperienced, he had to work harder to get results. As a result, he became exhausted physically and was sent to the hospital with a nervous breakdown.

When Porter went into the hospital he had a copy of a newspaper. Eleven weeks later he walked out of the hospital unable to read a line. The breakdown had left him completely blind.

Today Porter has a whopping big and active local union which he presides over with the able assistance of F. N. Siburt, the salaried president of Local 585. The two travel the area together, or Siburt makes trouble-shooting calls alone while Porter holds down the office. It's a fine working arrangement, they agree, and they contend that the local is getting a better job done because of it.

Porter's heart is in the union movement. His father was a coal miner, and Porter himself started driving a high, solid-tired chain-

drive Mack gasoline truck at the age of 15. He continued to be active in the union movement until his personal tragedy of blindness struck.

"Well, I didn't know what to do. I went to the Executive Board and talked to them. They agreed to let me stay on a trial basis. I broke in an assistant to help me get around. We purposely kept salaries, including mine, low to avoid putting any strain on the local. By intensive organizing the local has been built up—when you know you're behind the eight-ball you work harder—and now we're in good shape."

Porter has been re-elected twice since he became blind; once without anybody filing against him. The last time he had some opposition but the results were nothing to worry about. He thinks that if he should be defeated, he could find gainful employment. "I could do something in labor relations or in state arbitration, but I don't even want to think about that possibility. This is what I know; this is my life," he said.



BRAILLE WATCH lid flips open and he checks time of day by feeling the dots to keep appointments.



SEEING EYE dog "Missy" guides Porter as they walk about the streets of Washington caring for business.

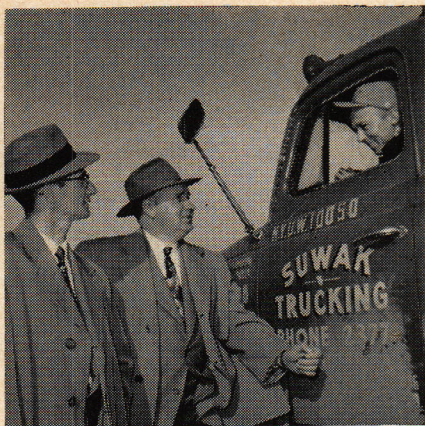
The local shows his interest. The 100 members have now grown into about 550.

Being blind is no joke, but Porter contends it has its compensations. "This way you get to know people better. You can tell when they're telling the truth . . . you get so you concentrate on the sound of what they're saying and the truth always sounds different" he declared. "If everybody had to go through this, the country would be a lot better off but God knows, I'd never wish it on anyone," he fervently declared.

After he was blinded and returned to his job, a member of Local 585 was blinded and needed help. Porter applied to the state association, which sent out a teacher, blind herself, named Ann Boyer. She and Porter went through a brief courtship before they were married a year ago last November and set up house-keeping in a neat bungalow in Washington with "Missy," her seeing eye dog, whose aid they now share. Porter does the usual chores around the house and even sealed in his attic with sheetrock "with a little help in measuring sometimes," he said.

It's hard to tell Porter is blind. He looks at you when he talks unless you move after you speak; he looks where your voice comes from.

(Continued on page 32)

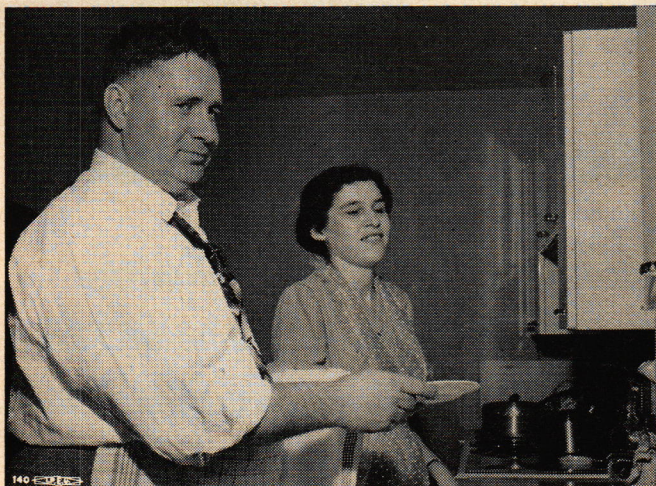


UNION BUSINESS is discussed by Porter, Siburt and Edward Czernecki, a member of Local 585.

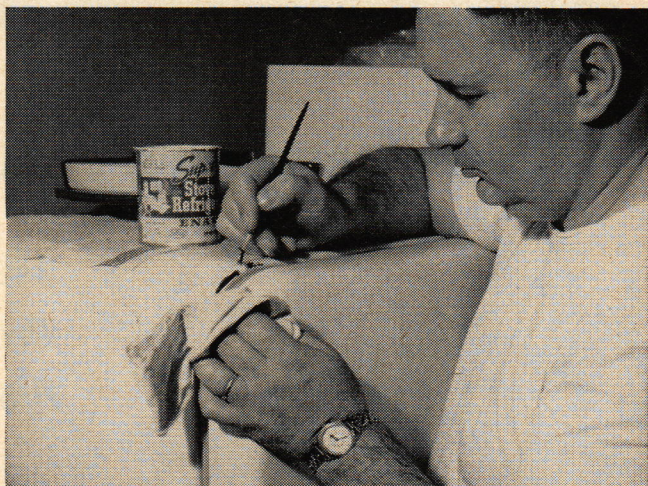
In his Office, Out in the Field, And at Home, Business Agent Porter Is Busy Man



DISCUSSING CONTRACT with Wm. Yard, attorney for the Western Pennsylvania Motor Carriers.



WASHING DISHES poses no big problem for the Porters as they carefully pass items to each other. Each piece must go in proper place so it can be easily found.

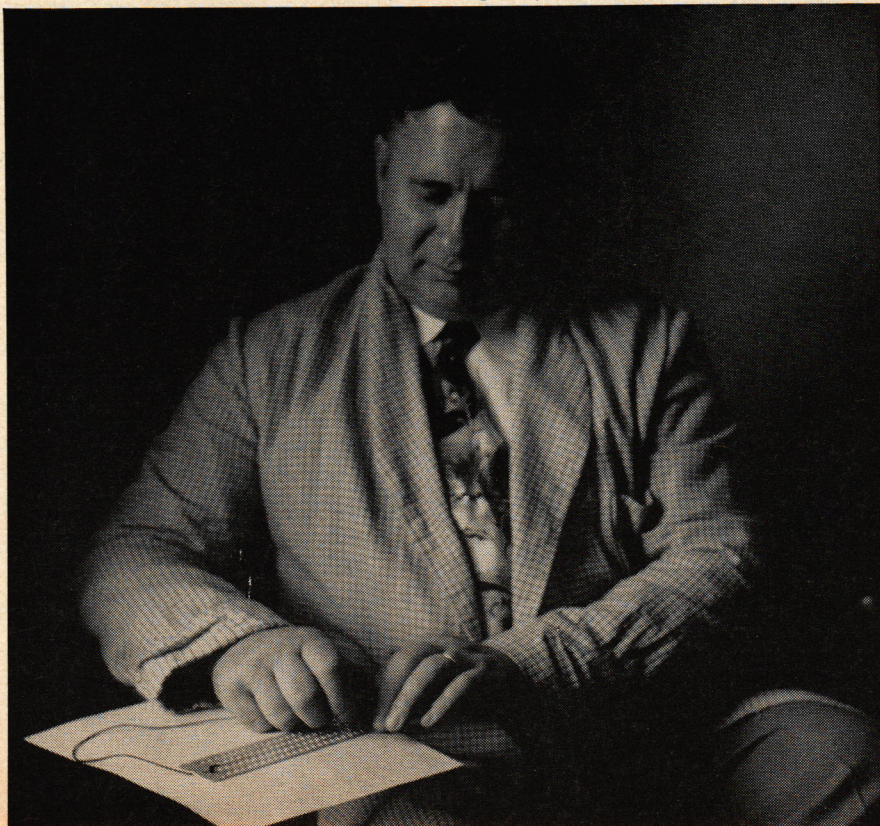


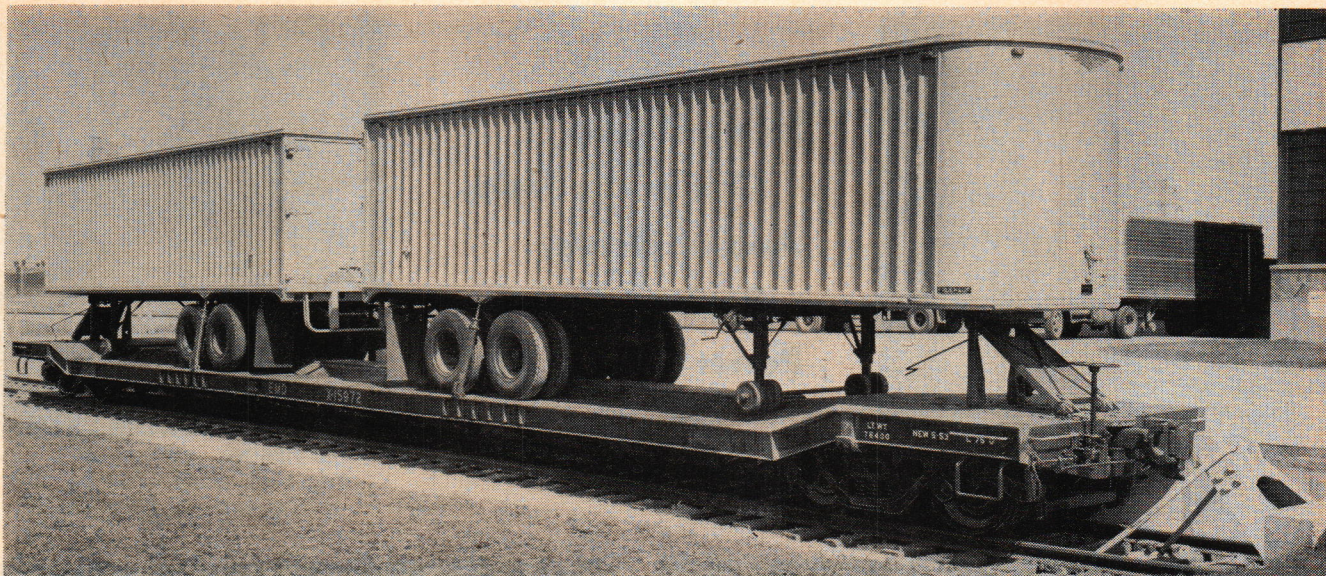
PAINTING REFRIGERATOR is done by sense of touch as Porter touches up scarred place. He sanded area smooth first, then highly painted the damaged area.

TALKING BOOK brings literature. Library of Congress sends records.



LEARNING BRAILLE alphabet, Porter works with a metal frame and stylus. He has not learned Braille but, encouraged by his wife, he is beginning.





TWO THIRTY-THREE-foot semi-trailers loaded on GM trailer transport car during a recent demonstration.

'Piggybacking': A Maze of Questions

As International's Special Committee Prepares Study, Here Are Some of Thorny Problems Posed by Transportation Scheme

WHAT does the proposed "piggyback" method of rail-truck transportation mean to the trucking industry and to the Teamsters?

This question, one of the utmost importance to a large share of the International's membership is now under study by a special committee named by General President Dave Beck last month. This committee is assigned the task of exploring all angles of what is called the "Rail-Highway Coordination Program"—more popularly known as the piggyback method of transportation. By this method truck-trailers are put aboard railroad flatcars and transported great distances over rails and thence taken off at the receiving end by tractors and delivered to their destinations.

Selecting leaders of Teamsters from all parts of the country, Presi-

dent Beck named the following as the special study group:

- Vice President Frank W. Brewster, chairman of the Western Conference of Teamsters; Seattle, Wash.;
- Vice President John T. O'Brien, Chicago, Ill.;
- Vice President James R. Hoffa, Detroit, Mich.;
- Vice President Einar O. Mohn, Headquarters Office, Washington, D. C.;
- Thomas E. Flynn, Director of the Over-the-Road Division, Washington, D. C.;
- Murray W. (Dusty) Miller, general organizer, Southern Conference of Teamsters, Dallas, Tex.
- David Kaplan, Director of Research, Headquarters Office, Washington, D. C.;
- J. Albert Woll, general counsel,

International Brotherhood of Teamsters, Washington, D. C.;

- David Previant, attorney, Milwaukee, Wis.;
- Henry Carmel, attorney, Chicago, Ill.;
- Samuel Bassett, attorney, Seattle, Wash., and
- John C. Stevenson, attorney, Los Angeles, Calif.

The first meeting of this committee was held in Chicago, January 14 and 15, but the meeting report was too late to include in this issue of THE INTERNATIONAL TEAMSTER. Information on the progress of the committee will appear in subsequent issues of the official Journal. A staff committee will be selected to perfect the accumulation of data and detail by this group.

Considerable attention is being devoted to the so-called piggyback idea with, as yet, no unanimous

policy agreed upon by the railroads. The chief reason for the lack of policy, it has been indicated, is the fact that the proposed method is experimental, economically untested, and still an uncertain factor in shipper acceptance.

The theory advanced by advocates of the rail-truck coordination program is that truck operators can deliver to a rail terminal truck trailers and point of shipment and have the trailers unloaded at city of delivery by another motor freight tractor unit, thereby saving the long over-the-road haulage with the expenditures for fuel, wear and tear on vehicles and manpower.

Arguments are also advanced along the line of overcoming some of the many conflicting state regulations which are being issued in various states and operate as barriers to the free flow of motor freight. Advocates say that the new method of transportation would restore dwindling freight revenues and would also help the fleet operators. Unfortunately, nothing is said about

the personnel in the rail or motor freight industry.

The arguments advanced by piggyback advocates are regarded in most circles as glib and superficial without a thorough statement of all the problems involved. The railroads themselves are by no means unanimous in accepting and endorsing this type freight hauling.

In the first place, substantial expenditures in equipment and special terminals would be necessary. One of the leading industrial companies in America has said that it is necessary to develop a rail hauling car which will carry *two* trailers in order to make the piggyback scheme economically feasible. A car of the "low-boy" type has been devised.

"Realization of the maximum benefits attainable . . . entails construction of terminal facilities devoted to this type of service," reports one of the strongest advocates of rail-truck coordination.

At present the "circus" type of loading, i. e., maneuvering trailers up a ramp and over the end of a

car to get them aboard is used. Advocates suggest the use of depressed tracks or raised loading docks and use of special heavy duty lift trucks to load the trailers.

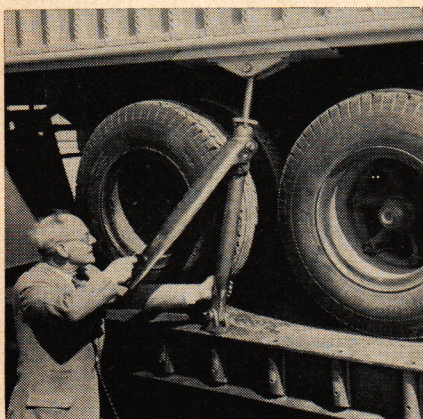
The new cars developed would represent a substantial investment in rolling stock and the new terminals to realize "maximum benefits" would also mean heavy expenditures. The big question: will the business which would accrue justify the tremendous costs which obviously would be necessary? The railroads have been making heavy expenditures for new equipment stock, roadways and maintenance during the last few years, but in every case the spending companies have always been able to see a direct and immediate relationship to practical need. Is this true of the truck-rail scheme? Many leaders in the industry have raised serious doubts.

Will the driver accompany the equipment and drive to and from the flat car, completing delivery from pickup to destination?

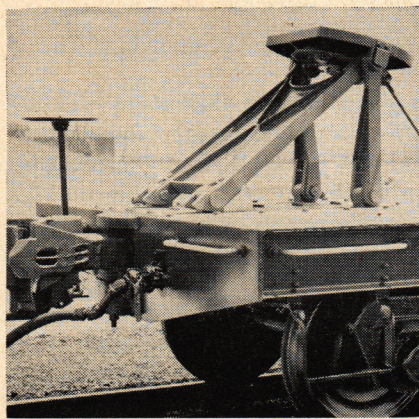
Will the shipping public accept this new type of service? This is the great unknown factor, for acceptance will depend upon cost and service. At the present time motor freight is supplying the kind of service which shipping needs and the question of costs appears to be a critical one.

These and many other questions will be explored by the study committee named by President Beck. The International Union will probably consider the piggyback question at the meeting of the General Executive Board which takes place in Miami, Fla., this month. The study of the problem by the special committee will not be completed in time for final policy decisions, but some exploration will be made with the views of all vice presidents sought during the discussions at Miami.

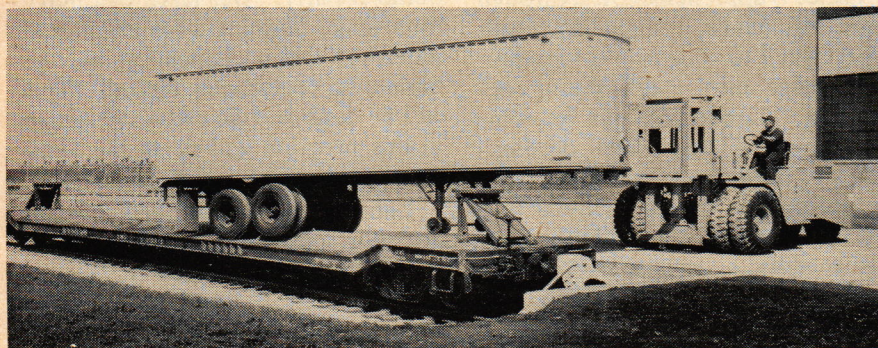
In the meantime, the committee is making every effort to collect facts and figures, arguments and views on the piggyback question in order that, in the words of President Beck, "... it can come up with sound recommendations on which policy decisions can be made for the best interests of our entire membership."



ADJUSTABLE struts fit in special lugs on trailer body and in simulated stake holes on transport car to provide tie-down security.



STANCHION on either end of transport car, showing type of fifth wheel arrangement to engage the kingpin of a semi-trailer.



HERE IS HOW standard semi-trailer is loaded aboard GM's rail transport car.

What's Ahead for Labor?

Months Ahead Will Be Period of Testing, A Time of Faith and Challenge, President Says in Special Article for Newspaper

WHAT'S ahead for labor?

What may be ahead for labor this year will depend principally on two factors largely beyond the control of organized labor; economic and legislative developments.

The period will be a time of testing, a time of faith and a time of challenge.

It will be a time of testing the leadership of labor itself. The coming months will impose burdens and decisions on the leadership of organized labor which will be of major importance to the welfare of the country as well as to the welfare of labor itself.

A TIME OF FAITH

It will be a time of faith for the members of trade unions. The faith in the principles and programs of their unions will be put to many tests—and the faith in the continuing importance and benefits to be derived from unionism will be tested against illusory short-term benefits which may appear possible from any wavering or deviation from their union faith.

It will be a time of challenge to all of us—in and out of the labor movement, for we are passing through a transition period with changes of far-reaching importance transpiring.

These tests and these challenges must be considered against the background of economic and politico-legislative developments in the months ahead. We cannot survey the problems and the goals without considering both the economic changes and politico-legislative developments of the times. These are backdrops of the dramatic days which lie ahead.

Despite varying degrees of difference among the economists, it seems

This article was written by General President Dave Beck for the year-end review of the "New York Journal-American," January 12.

generally agreed that there will be some economic change downward. The views ranged from guarded optimism about the strength of the economy to real apprehension. Jobs and high employment are the first concerns of the laboring people.

If we have a serious economic downturn, the working people will be the first to feel it and will be hit most directly where it hurts—in the pocketbook. Indirect changes would be almost immediate and these would impair the strength of the entire economy.

Labor is apprehensive lest through some mischance a slight downturn is permitted to slide into a recession and thence into a devastating depression. Labor will not be complacent about any such developments. Labor will not stand idly by and see the nation engulfed in a disastrous depression without making its wishes, views and economic position known emphatically and immediately.

Labor knows that this country

has a great economic equation which can add up to full employment and economic security: we are a nation of tremendous needs; we have unimaginable potentialities of manpower and resources; we have the technical, managerial and administrative skills with which we can combine our knowledge, our manpower and our resources. Labor will not stand by and see a depression come when we know we can add needs plus manpower plus resources plus knowledge into a dynamic and prosperous economy. Labor will make its contribution to see that this equation is realized for the success, welfare and prosperity of all.

NO TIME FOR POLITICS

Political and legislative possibilities ahead could be highly disturbing to the future welfare of organized labor. Labor will have no patience in the coming months with politics for politics' sake, especially partisan politics, regardless of which major party may be indulging in the luxury of partisanship at the expense of the general welfare of the country.

Labor must do an effective job in the field of political—not partisan education. The "know your Congressman" effort will be extended into a "know your Congressman's record" program. Candidates up for reelection will have to stand on their records—we will have no patience with political hitch-hikers. Labor will study the records of candidates at the state and national levels and will utilize all channels of information and communication to explain and interpret who has done what and to whom. In my opinion, labor which represents a great cross-section of our economic life would make a mistake in being partisan or in blindly favoring any political party. But labor can make no mistake in doing a forthright and impartial job of education on the basis of a candidate's record. This will be done and the greatest strength in this program will lie in the work at the grass roots of the country.

Labor legislation will draw major attention this year. Labor leaders for six and a half years have been warning trade unionists about the vicious potentialities of the Taft-Hartley law. And now a new de-

velopment is augmenting labor's efforts in this respect. This development, strangely enough, is coming from the National Labor Relations Board which is evolving basic changes in its policies. Decisions from the NLRB are virtually amending Taft-Hartley to labor's increasing disadvantage. Organized labor is seeing decisions from the Board bringing home implications of Taft-Hartley more emphatically than any of the warnings of labor leadership. In brief, the NLRB is doing a job of education and information which is spelling out the dangers of Taft-Hartley in a way which some may regard as more effective than anything which has been done since the law was put on the books in 1947. Laboring people are citizens first and union members secondly and as citizens, as well as union members, they have the right to expect justice and fair play and that expectation may prove highly important in 1954.

At the state level we are seeing the dangerous trend in the miscalled "right to work" laws. Labor will step up its program of education on this dangerous development.

HARD BARGAINING

This is likely to be a year of hard collective bargaining as many contracts come up for renewal. Our maturing labor movement is less likely to resort to strikes than heretofore, but it would seem safe to say that there is likely to be more economic friction in 1954 than there was in 1953.

In the negotiations, many labor groups are exploring the guaranteed annual wage as a measure of job security. This device must be considered with the utmost care and not used in situations in which it has no fair or economic application. The guaranteed annual wage is not a nostrum to cure unemployment and we by no means have all the answers and implications to the adoption of the guaranteed annual wage in industry.

The year ahead in construction appears somewhat promising and this can have profound effects on the economic health of the nation. Construction projects now in work will keep employment in the indus-

Joint Council 25 Elects Officers



NEW OFFICERS of Joint Council 25, Chicago, recently elected are (left to right) William M. Hicks, recording secretary; John Ryan, secretary-treasurer; Ray Schoessling, president and Larry Monahan, trustee.

try up and if the jobs now on the drafting boards continue flowing to the construction sites we may see employment levels well up. Public works will help bolster some of the faltering phases of building. We sincerely hope the projects in the blueprint stage are not deferred or indefinitely postponed through any economic fears of their sponsors.

Last year we had some \$11 billion worth of modernization construction and this field is promising in 1954. We need and should greatly improve our transportation system. We should emancipate ourselves from horse and buggy highways and equip ourselves for the motor age—our progress in this direction is both too slow and too inadequate. The automobile and motor freight have wrought a modern revolution, one result of which is the tremendous growth in suburban areas. New homes, businesses and shopping centers are providing a rich field for construction, service and growth.

We should expect a boom in school building to meet our expanding needs. Our industrial plant needs further growth and additions. The construction year can be—and we hope will be—strong.

Labor has many problems—like-wise many potentialities this year.

This is not a time for unsupported optimism—it is a time for faith in our free institutions and in the interplay of forces in our dynamic economy. Labor means to do its part in keeping the economy dynamic and responsive to the needs of the people in maintaining a high level of production which will spell jobs and prosperity for all.

The welfare of our country transcends the welfare of any segment of our social or economic life. All of us must accept our responsibilities as citizens to go forward to a greater America despite economic or other impediments which may lie ahead.

Safety Meet Called

The White House Conference on Highway Safety will meet in Washington, D. C., February 17-19, at the call of President Eisenhower.

Planners of the conference have pointed out that 38,000 lives were lost in 1952 and 1953 in traffic accidents and efforts should be made to bring into application known methods of accident prevention.

Lewis C. Harkins and Harold Therion have been designated by General President Dave Beck to represent the Teamsters.

President Names Beeson to NLRB

Membership of the National Labor Relations Board has been completed by President Eisenhower with the appointment of Albert C. Beeson, a Western industrial relations director, to take the post vacated by Paul L. Styles.

The term to which Mr. Beeson was named expires December 16, 1954. Hearings on the appointment were scheduled for late January.

The new member of the Board will be the only nonlawyer member and has a background as an industrial relations director and an economist. He is a graduate of Leland Stanford University and has a graduate degree from New York University. He is a native of Kansas City, Mo.

From 1935 to 1950 Mr. Beeson was sales manager for the Francis I. duPont Company of New York. He has served as industrial relations director for the National Union Radio Corporation, Newark, N. J., and has lectured at numerous colleges and universities in the East and West on economics, labor relations and corporate finance. He comes from his most recent post as industrial relations director of the Food Machinery & Chemical Corporation, San Jose, Calif.

The NLRB now has two Truman appointees and two Eisenhower appointees. Abe Murdock and Ivar H. Peterson were named by President Truman and the other two members designated by Eisenhower are Guy Farmer, chairman, and Philip R. Rodgers.

Ohio Teamsters Donate First Aid Kits



LOCAL 92, General Truck Drivers and Helpers, Canton, Ohio, recently presented 12 first aid kits to Stark County, Ohio, officials for use in the sheriff's office. In the photo above Thomas Oakes, Local Union president, (second from left) examines one of the gift kits with Sheriff Henry Grossglauss (second from right). Others shown in the photo holding the kits are Recording Secretary Paul P. Meyer (extreme left) and Sgt. Edward Moore.

Mail-by-Truck Up to Congress

(Continued from page 15)

cated in St. Louis are to be contacted by the Labor-Management group. An investigation has begun by the Labor Department of the charges made in *THE TEAMSTER* magazine.

The Labor-Management group in St. Louis stressed that responsible industry was as much interested as the union in preserving Fair Labor practices. Violations of the law uncovered in this area in *THE TEAMSTER* article were not committed by members of the operators' association.

It was pointed out by industry leaders that the need for an orderly transition of the transportation of mail from railroad to truck was imperative. "The competitive position of the trucking industry in the transportation of mail," one operator said, "is so good that there is no excuse for not paying a fair wage. But 'fringe' operators have abused the Government's competitive bid regulations in the field of mail transportation in such a way as to freeze the responsible truck operator out of the field."

Further action to cut Government costs and provide better postal service by the use of truck transportation of the mails is being planned now in Washington.



Heart and circulatory diseases are the nation's No. 1 killer—causing 51.6 per cent of all deaths. You can help curb this killer by contributing to the Heart Fund.

Teamsters Have Pledged Financial Aid to 'City of Hope'; Here's How Hospital Helped One of Our Members

THE CASE OF JOHNNY SCHUTT

WHEN Dave Beck, general president of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America, promised to recommend raising \$750,000 for the City of Hope National Medical Center, the question was, "How will the Teamster money be used?" (The Western Conference of Teamsters one year ago laid the ground work for greatly aiding in this financing through a method to be announced after the General Executive Board meets in Miami this month. The Board will discuss national policy phases in connection with this great humanitarian work providing for Teamster participation in every section of the country.)

An obvious answer to this question, although merely a partial one, is "for patients, of course." A case in point is the story of John Schutt, a member of the Teamsters Union, recently discharged by the City of Hope, his tuberculosis arrested.

Twenty-seven years old Johnny Schutt is an average American lad. He was actively engaged in all major school sports in his hometown Syracuse, N. Y. Johnny was jerking sodas in a neighborhood drug store when World War II broke out. He soon joined the Navy and saw action in the South Pacific as a Combat Air Crewman.

Schutt was awarded a Distinguished Flying Cross, four Air Medals, a Presidential Citation, and an Admirals Commendation. He was discharged in December, 1945 as

an Aviation Machinist First Class.

Following his discharge from the Navy, Johnny moved to Los Angeles where he became a driver-salesman for Wesley Distributors in 1949, and joined Local 306, Wholesale Dairy and Milk Drivers. With things going smoothly for Johnny, he stopped at a mobile x-ray unit just for a routine check. Oh, he had been feeling a little tired, but he was working hard and didn't think too much about it.

It wasn't long before Johnny got a reply on his x-ray. Out of the clear came a bolt—a diagnosis of

tuberculosis. The message urged immediate hospitalization. This was April, 1951.

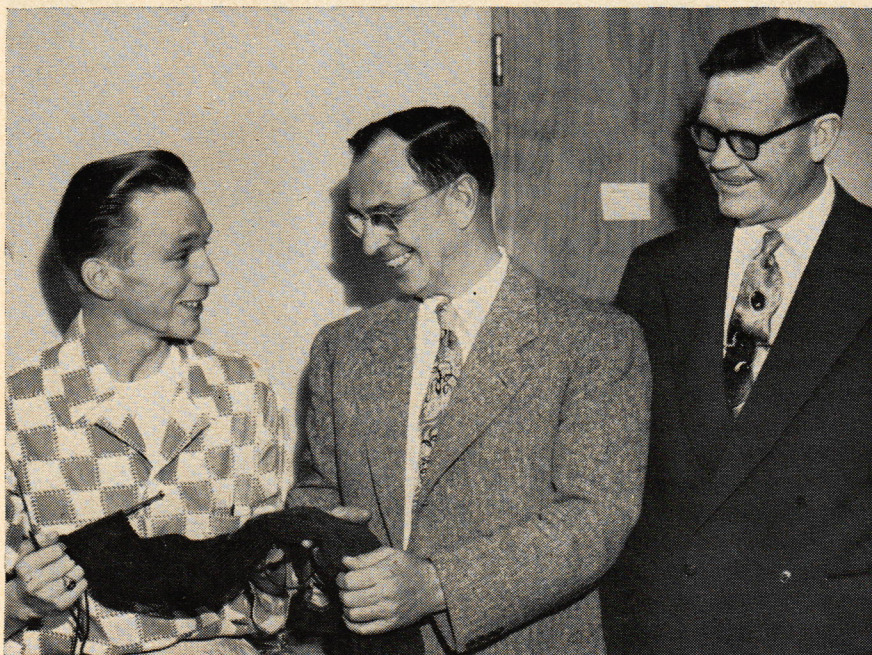
Johnny was a good union member—not too active, yet believing in his union and in union principles. Now, he didn't know which way to turn, so he contacted his local.

With a member in need, a SOS was quickly put in to the City of Hope. The Teamsters, like all of the organized labor movement, know the City of Hope is labor's haven of healing for trade unionists afflicted with catastrophic diseases. Johnny was admitted as quickly as a bed became available.

Schutt soon became accustomed to the routine; took up knitting as his Occupational Therapy and time began to pass rapidly. Johnny is one of those nice looking, pleasant guys with a quick smile, so it was only natural many visiting labor leaders and members were taken to see Johnny. He recalls as a highlight a VIP visit from the late William Green, then president of the American Federation of Labor.

Almost two years of rest and treatment were spent in the pleasant surroundings of the City of Hope and helped Johnny win the battle against tuberculosis. He was discharged by the City of Hope last year.

(Continued on page 30)



KNIT ONE, PURL TWO—While hospitalized at the City of Hope, John Schutt knitted as part of his occupational therapy. Here he shows his handiwork to John Marshall (center), secretary of Local 306, International Brotherhood of Teamsters, and Ferd Bergrud, business agent of Local 306.

TEAMSTER TOPICS

Teamster Saves Life

A Baltimore Teamster, a member of Local Union 557, has been credited by a Virginia trooper with saving the life of a motorist involved in an accident near Warrenton, Va., in December. Teamster George D. McCotter placed flares to mark the wreckage scene, turned his fire extinguisher on the auto to control the flames and rescued the operator.

Trooper R. F. Hoskins reported the quick actions of McCotter probably saved the motorist's life, according to Capt. G. M. Williams of the Virginia State Police. In a letter to the Teamster's employer, Anchor Motor Freight, Inc., Baltimore, the police captain declared: "By such actions . . . your operator is doing much good in building up the respect and admiration of the motor-

ing public in general. It certainly is helping greatly in furthering the mutual respect between the trucking industry and law-enforcement agencies."

Trucks for Tots

Local Union 657, San Antonio, Tex., distributed sixteen of the scale model trucks, carrying Union Service signs, offered for sale by the Union Label and Service Trades Department (AFL). The local union bought ten, according to Business Manager R. C. Schafer, and employees of the Brown Express Co. supplied three. One truck each came from Alamo Motor Lines, Lee Way Motor Freight Lines and Southern Express.

RR Insurance

Some 600 railroad workers em-

ployed in occupations represented by the Teamsters received unemployment benefits under the Railroad Unemployment Insurance Act amounting to \$200,000 during the year ending June 30, 1953, the Board reports. During the same period 2,300 Teamsters-represented employees drew a total of \$633,000 in sickness benefits under the law.

Brewery Group Meets

Problems of the brewery industry and the organized brewery workers were scheduled for discussion at a meeting of the Policy Committee of the National Conference of Brewery & Soft Drink Workers January 21. The meeting of the committee was called by Ray Schoessling, secretary-treasurer.

The committee meeting was to be held in Chicago and was to review the work of the division for the past year and to make plans for 1954. Last year marked substantial progress in adding members to the Teamsters with thousands either selecting the Teamsters as bargaining representatives through National Labor Relations Board elections or through withdrawal from a dual organization and affiliation with the International Brotherhood of Teamsters.

Truck-Trailer Record

The production of truck-trailers, topping the 100,000 mark in 1953 set a new record for manufacture, according to a report from the industry.

The 1953 figures contrasts sharply with the 1952 mark which was 58,077, according to a survey by the Truck-Trailer Manufacturers Association. The previous record year was 1946 when the total was 76,235. Production in 1952 dipped from the 67,384 total of 1951.

Civilian uses of truck-trailers exceeded 50,000 with the remainder going for national defense and Government agency use, the trade association reported.

Drivers Win Safety Award



TEAMSTER Walter Peaslee of Aurora, Ind. (left), a member of Local Union 691, Richmond, Ind., accepts a National Safety Council award on behalf of fellow drivers for Joseph E. Seagram & Son, Inc., from Ned Dearborn, president of the safety group. In winning, the drivers operated a total of 663,753 miles during the contest period, with an accident rate of .301 per 100,000 miles. Under contest rules, all accidents, except those occurring when the vehicle was properly parked, were reportable.

Dallas Tots Get Model Trucks for Christmas



HAPPY YOUNGSTERS—The children of Sunshine Home, a Dallas, Tex., orphanage, were delighted when the Teamsters of Joint Council 80 showed up at the home on the day before Christmas. For the Dallas Teamsters were loaded down with the small exact scale-model trucks, bearing the union shop card, which have proven to be such excellent gifts for youngsters all over the nation. The children gathered happily around the home director, Mrs. Vernon E. Becker, and District Judge John A. Rawlins, who represented the county at the official presentation.

Milk Routeman Lauded

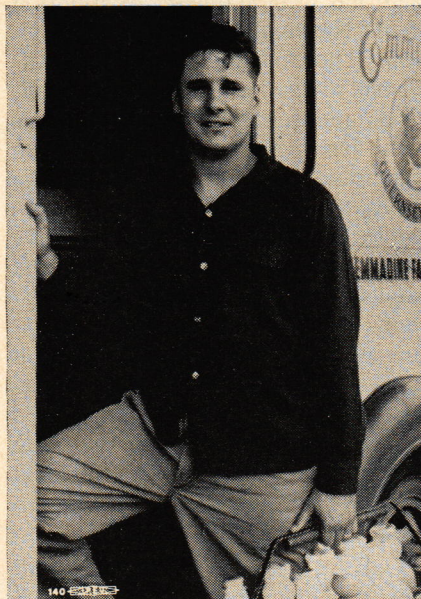
In Mohegan Lake, N. Y., a five-year-old girl decided to investigate the kitchen bread knife and suffered a severe cut on her index finger. Her mother, shocked by the rapid flow of blood, was unable to give the child proper attention. At that moment, Teamster Donald Stroffolino, a shop steward for Local Union 338, Westchester County, N. Y., arrived to make a delivery. Going to the aid of the distraught mother, Teamster Stroffolino administered first aid to the child and stopped the flow of blood. Meanwhile, the father, Thomas F. Rockett, arrived and rushed her to the doctor.

Mr. Rockett, in a letter to the Teamster's employer, Emmadine Farms, Inc., said: "Your routeman's knowledge of first aid and his quick thinking saved my daughter from a great loss of blood. We have been customers of your dairy for nearly two years and in that time I do not think I have met our milkman more than twice, so my chances for thanking him personally are rather slight. . . . I compliment you on the high standards you must maintain in

picking your employees and, through you, convey to your routeman our deepest thanks. . . ."

Vote of Confidence

During its December meeting, the 24-member Board of the Central



TEAMSTER Donald Stroffolino won praise for administering first aid to small child with a bad cut.

States Drivers' Council unanimously adopted the following motion:

"That the Central States Drivers' Council go on record as giving Brother James R. Hoffa a vote of confidence."

Hoffa is chairman of the Central States Conference of Teamsters.

Californian Named

Teamster Harold Lopez, who serves as chairman of the General Hauling Division of the Western Conference, has been appointed by Gov. Goodwin Knight of California to the State Harbor Commissioners Board for the Port of San Francisco.

More Highway Aid

Prospects appear bright for an increase in federal appropriations for highways. Congress is expected to up the current \$575 million aid figure, but probably won't boost it to the \$900 million which state highway officials had hoped for. More than \$3 billion will be spent on highways this year, according to estimates.

VENDING INDUSTRY ATTACKS 'PROMOTERS'

DISHONEST advertising in the vending machine field against which the Miscellaneous Division has long campaigned is now the target of a frontal attack by the organized automatic merchandising industry.

A drive to curb promoters who are bilking the public by selling vending machines through dishonest classified advertising is under way under the sponsorship of the National Automatic Merchandising Association. Headquarters of the trade association is in Chicago.

Utilizing the aid of the National Better Business Bureau, the National Automatic Merchandising Association has in preparation a code which is designed to act as a guide to the classified advertising departments of newspapers. It is hoped by providing a code that most of the questionable "offers" which have been in the words of one observer "sucker bait" will be stopped before they appear in the paper.

"Greedy, get-rich-quick people" have been cheating the credulous public of millions through phony sales appeals and offers of vending machines and their "propositions." The program being set up is designed to protect the public from the grafting promoters and to protect the newspapers from being used as a vehicle for shady dealing. The trade association is eager to protect the honest, fair and legitimate dealer in the vending machine manufacturing and distribution business.

Among the abuses listed by the National Automatic Merchandising Association are included the following:

- failure to deliver machines after accepting payment from unsuspecting customers who make down payments in good faith;

- delivery of a machine which is inferior to the one used as the sales appeal model.

- overcharging customers for vending machines.

- misleading a distributor through giving an unsupported guarantee

that popular brands of merchandise will be used when the fact is that an investigation is necessary before a confection company can give an exclusive franchise; failure to deliver on this promise usually results in the buyer having to purchase his merchandise from a jobber, thereby reducing the profit margin.

- gross exaggeration of potential earnings of a vending machine. Figures used have been described as "fantastic" and automatic merchandising experts say that it takes initiative and hard work to make vending machine installations and situations pay off well.

- undeliverable promises that the promoter can obtain suitable locations for the machines sold.

- guarantees of an "exclusive" franchise to a buyer of machines, whereas a similar "guarantee" might have been given another half dozen purchasers.

- advertisers purporting to have job openings, whereas the "help wanted" is a come-on to sell vending machines.

The classified advertisement as a means of cheating buyers of equipment has long claimed the attention of the National Miscellaneous Division. The division's policy committee has warned all the miscellaneous locals and general and mixed locals with vending machine jurisdiction concerning the viciousness of the phony classified advertisement. Examples of advertisements which have been collected from all parts of the country have been placed in the hands of local union secretaries as horrible examples of what to look out for. William B. Griffin, chairman of the National Miscellaneous Division, has also been working with the National Better Business Bureau on this problem in order to extend Teamster cooperation.

General President Dave Beck will shortly name a director for the Miscellaneous Division, he announced recently.

The Case of Johnny Schutt

(Continued from page 27)

After a few odd jobs, John Schutt was employed by the Teamster's Security Fund Department in Los Angeles, where he may still be found.

John is not the kind of fellow who forgets. He continually visits brother Teamsters and former room mates at the City of Hope. He will tell you how lucky he was to have had the opportunity of his hospitalization at the City of Hope. He will also tell you, "The City of Hope is truly a haven of healing for working people suffering from many catastrophic diseases—tuberculosis, cancer, leukemia, and heart diseases requiring surgery."

Johnny is acquainted with the hospital facilities of the City of Hope, but the City of Hope is more than a hospital—it is a National Medical Center. Here the fight against catastrophic diseases is being waged on three fronts—in its hospital, in its medical research institute, and in its doctor's training program. Research workers are probing into the cause and cure of cancer which may, one day, be instrumental in saving the lives of millions doomed by this disease. Its training center is equipping visiting medical men with the know-how to treat patients.

The International Brotherhood of Teamsters has aligned itself with the City of Hope and pledged to raise \$750,000. This money will make possible vast research in diseases presently considered incurable. The initiating of such a project is fit recognition of the role organized labor must play in safeguarding the welfare of union members. This is a crusade for America's health.

The close kinship between the trade union movement and the City of Hope is based on the precept that the City of Hope has been, since its inception, a true friend to labor, ready to meet the emergency in the fraternal spirit of personalization and not institutionalization, thereby erasing the stigma of charity.

WHAT'S NEW?

50 Hours Heat From Cargo Heater

You can count on 50 hours of heat at full flame from a new methyl alcohol cargo heater from a Los Angeles firm. Producing up to 6,000 btu per hour, the heater is automatic and has a range of temperature control from 30 to 60 degrees F. Leakage of fuel in case of damage or overturning is prevented by the tip-over safety valves with which it is equipped.

Oil Leak Detector For Larger Engines

The larger oilways and greater capacities of today's large engines are no deterrent to the efficient operation of a new 10-quart detector for engine bearing oil leaks. In design and operating features, the detector is the same as this Detroit firm's standard model but features greater versatility. For example, even before a tear-down to diagnose engine troubles, this detector can be put to work effectively and it can again be helpful after an overhaul to be certain that the work has been properly done.

Supercharger: Maximum Power in Less Space

Two outstanding features are claimed by its manufacturer for a new supercharger: no supercharger for diesel or gasoline engines requires less installation space or can give more power without added weight. Offering choices of self-contained or engine lubrication, flange or port mounting, belt or direct drive, the models range from 15 cfm to 4,000 cfm at pressures of 2 to 15 psig. Other features of note are interchangeable parts, light weight case and rotor, protected end plate design and wear strip to protect the rotor.

Versatile Features Of Bushing Extractor

The extraction from any hole $\frac{1}{4}$ to $2\frac{5}{32}$ inch diameter can be handled by a new bushing and bearing extractor set, available in series with one, two, four and ten expanding arbors to a set. For those interested in starter sets, they include draw

table, draw nut, anti-friction washer and a choice of any two arbors.

Introduce Two- Man Line Body

All the functions of line work, it is claimed by the manufacturer, can now be performed by the new two-man line body with complete equipment. Material rails with chains extend along each side of the truck body interior, the whole of which is protected by a telescoping sliding roof. Ample room for necessary tools and materials is provided for in spacious body compartments and additional body equipment, including winch, power reel, pole derrick and pole hole digger, is optional.

8 Speeds Forward With New Transmission

A new transmission, designed for engines delivering up to 385 lb. ft. torque, provides eight forward speeds, secured by using a four-speed shifting pattern twice—with the auxiliary section in low and the new unit in high. The driver electrically pre-selects high or low range by means of a range selector switch button.

Light-weight, Efficient New Electric Wrench

Delivering powerful rotary blows without kick or twist to the operator is a new electric wrench rated for nut running up to $\frac{1}{4}$ inch bolt size. Weighing only five pounds and measuring $9\frac{3}{8}$ inches overall, the tool will operate from any 110 v source, ac or dc. The motor cannot be burned out by overloading.

Multiple Features Of Towing Hitch

Telescoping, shock-absorbing, tubular steel arms, featured on a new heavy-duty towing hitch, make possible hook-up at any angle. Automatic load centering, fully-controlled back-up operation and complete turning safety are also claimed as special features of the hitch by its Connecticut producer.

Automatic Sander For Road Traction

Appropriate to the season is the new skid grip automatic road sander from Albany, N. Y., which mounts a six-quart steel tank in the rear of the trunk compartment. From this tank two aluminum tubes with rubber spouts lead to positions above the rear tires. The 6 or 12 v motor vibrates the tank and tubes at the touch of a switchboard switch and forces the grit to flow simultaneously to both tires.

High-Capacity Steam Cleaning Machine

One hundred and fifty gallons of cleaning solution per hour are discharged from a new high-capacity steam cleaning machine offering a range of pressures from 30 psi to 100 psi. The self-contained unit is said to attain full working pressure in two minutes.

Enlarge Line of Socket Wrenches

To an established line of socket wrenches has been added the hollow head screw and metric-size tools. Ten $\frac{3}{8}$ inch drive sockets, ranging in hexagon bit size from $\frac{1}{8}$ to $\frac{3}{8}$ inch and accommodating Allen-type screws from $\frac{1}{4}$ to $\frac{3}{4}$ inch, are available for the hollow head type. The metric-size line includes nine $\frac{1}{4}$ inch and twenty $\frac{1}{2}$ inch drive sockets.

Adaptable Units of Shop Tool Kit

More and harder blows per minute than standard models are claimed for a heavy-duty air hammer, special feature of a new shop tool kit. The hammer requires only 9 cu ft of air per minute for full operating capacity.

Beside the air hammer, the kit also includes a panel cutter, a metal smoothing tool, an underseal scraper and a chisel for bolt and rivet cutting.

Simplify Installation Of Engine Preheater

A new coolant immersion engine preheater is now more simply installed by using a specially designed clamping bolt freeze-plug adaptor from its Minneapolis manufacturer. By use of 650 wattage and fiber glass insulation, immediate heat is made possible and the expansion unit assembly on the headbolt unit reduces torque strain on the block threads.

Dual Function of Industrial Flashlight

A built-in dual lighting system is featured in a new industrial flashlight especially adaptable as a probe light for inaccessible places. The flashlight offers both a 1,000-foot beam and a flexible slide-out cable with a bulb.

Rugged Performance of Multi-Purpose Tire

Rugged, off-the-road assignments are no hazard for a new multi-purpose tire featuring V-shaped ribs to increase pulling power and resist slipping while affording smooth road contact.

LAUGH LOAD

A Loss of Sight, Not of Strength

(Continued from page 20)

Off Shore

"Oh, George, do you realize it's almost a year since our honeymoon, and that glorious day we spent on the sand? I wonder how we'll spend our anniversary?"

"On the rocks."

★

Good Scents



Captain Noah—Can you swim?
The Skunk—No, sir. I never learned how.

Captain Noah—Then remember, your safe passage depends on your good conduct.

★

Paid Up

"Have you had any experience as a chauffeur?"

"Well, I can show you the receipts for all the fines I have paid."

★

Press Advantage

A Scot taking part in a novice boxing match was hammering his opponent in fine style.

The bell rang, but the Scot paid no attention. The referee, tapping him on the shoulder, shouted "Time."

"Out o' my way, mon," shouted the Scot, still punching his opponent. "Just when I'm winning you ask me the time. Ask somebody else!"

★

Pretty Hammy

"Father," said the small boy, "what is a pork barrel?"

"My son, you are entirely too inquisitive."

"Don't you know?"

"Only in a general way. It's an institution, more or less mythical, to enable

a congressman to show his folks that he can bring home the bacon."

★

Clear Enough

Strolling around a mental home, a visitor asked an inmate his name.

"George Washington," was the reply.

"But I seem to remember the last time I was here you were Abraham Lincoln," the visitor said.

"That," explained the man, "was by my first wife."

★

Sure Test

It was the teen-age daughter's first dance, and she desperately wanted an off-the-shoulder frock. Her mother felt she wasn't old enough to wear anything so sophisticated. There was a heated family discussion and it was father who finally settled the problem.

"Well," he proposed, "let her try one on. If it stays up—she's old enough to wear it."

★

Critic

The lady of the house summoned a TV serviceman to fix the set. Spreading out his tools, the repairman inquired, "What seems to be the trouble?"

Replied the little woman, "Well, for one thing, all the programs are lousy!"

★

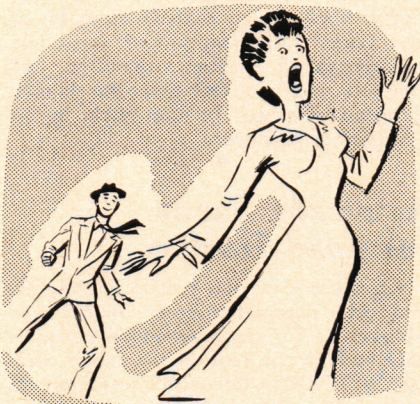
High Time

Maisie—I got my fur coat on time.

Daisie—What kind of time?

★

Life Size



A guy wandering through a department store squeezed one doll and it cried, "Mama." Later he squeezed another doll and she screamed, "Floor-walker!"

His eyes are bright and rimmed with ready-to-act laugh wrinkles. He enjoys life and wants others to. The blind Porters have a television set in their parlor for visitors. They sometimes listen to programs on it, as well as the radio. They like the radio, especially quiz shows, the Frank Edwards news program and the dramatic shows. Sometimes they go to the movies and are already making plans to go "see" *The Robe* in CinemaScope.

The worst thing about being blind is waiting to go places, Porter says. Contracts are no problem—he can quote them by section and paragraph. Telephone numbers? You name it, he knows it. Appointments? A braille wristwatch keeps him on time. A metal guide lets him write his checks. He and his wife have no problems with their household duties. They each know where every cup, knife and box of cereal is placed. Their only trouble comes when visitors don't put things back where they find them. They must then hunt until the misplaced object is found again. And when Porter wants an occasional drink, a self-measuring jigger comes in handy. He rides buses easily with Missy. He prefers sandwiches and soups when eating in restaurants; cutting meats sometimes takes a little while. He avers he has "a jewel" in Norma Magnone, his office assistant, with whom he has a well-established working routine.

PROUD OF RECORD

Porter is proud of the record of Local 585 under his administration. "When I came in as business agent in '44 drivers got 80 cents an hour. Now they get \$1.90 and \$2 plus welfare plans and other fringe benefits" he said.

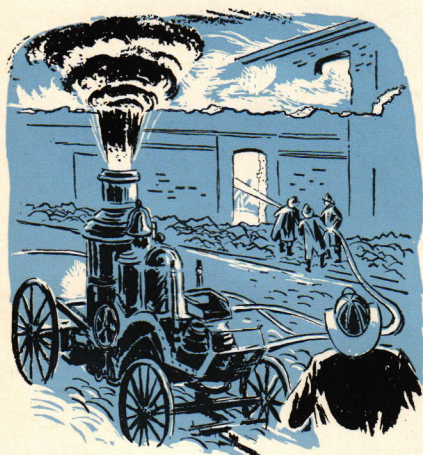
"As a blind business agent nobody looks any better or prosperous than another to me. It's the same with color; the colored boy looks like anybody else when you're blind; they all have the same troubles and they get the same full measure of help" he said.

FIFTY YEARS AGO *in our Magazine*

(From *Teamsters' Magazine*, February, 1904)

The disastrous Iroquois Theater fire which occurred in Chicago in the winter of 1903-4 was still the major topic of discussion in the February, 1904, issue of our official magazine.

For some time the carriage and cab drivers of Chicago had been on strike for an increase in wages from \$10 to \$12 a week and for a reduction of their working time from 14 hours a day to 12. The Liverymen's Association was asked to refer the matter to arbitration. Teamsters agreed that no trouble or strike would take place while the matter was under the advisement of an arbitration board. The findings of an arbitration committee would be final.



The employers would have none of it. Not only must the drivers continue to work for their present wages but they must cease to belong to the International Brotherhood of Teamsters. Teamsters must either accept these terms by January 1 or be locked out.

So Local 40 of the Teamsters went on strike.

During the strike a tragic fire broke out in the Iroquois Theater. Teamsters rallied to the needs of the city as soon as possible, calling off the strike for 10 days to drive hearses and help bury the dead and helping the injured in as many ways as the confusion of a holocaust would permit.

Meanwhile, the strike was still unsettled.

ST. LOUIS STRIKE

Another Teamster dispute, this time in St. Louis, was described in many newspaper articles.

St. Louis drivers had asked for an increase in wages that would amount to \$1.75 for a 12-hour day. In reply, the local Liverymen's Association stated

that it would discuss the matter with no one but its employees; it would recognize no union, although the liverymen spoke through their own "union," the Liverymen's Association.

As soon as the drivers were out on the streets city officials, and even the governor of the state, it was reported, took it upon themselves to disrupt the activities of the union. Scabs were hired and sworn in as deputies. They were armed with revolvers and instructed to arrest anyone who interfered with them.

A mass meeting was called for February 2 to protest the employers' actions. All units of organized labor in the city gave earnest support to the 2,000 Teamsters on strike.

ENTER THE AUTO

The street railway strikers of Bloomington, Ill., received their first consignment of automobiles, with which they planned to compete with the street car company. The strikers planned to operate 12 automobiles, each holding 16 passengers, along the railway lines, charging five cents fare and giving transfers.

TEAMSTERS DEAD?

In Omaha, Nebr., the local Business Men's Association had recently reported that the Teamsters of that city were "dead." A business man, who was on the executive board of the association, said before a dispute with the Teamsters the previous spring that he would give one thousand dollars to break up the Teamsters' union.

The Teamsters, however, were still going strong, as of February, 1904. This same business man wrote a letter to the president of the local union, asking that the union declare all business firms of the city fair, "as they were fair in every way to their employees." He signed the letter as president of the Coal Exchange.

DANBURY BUMS

On January 14 the local union in Danbury, Conn., gave a smoker for the membership, which was well attended.

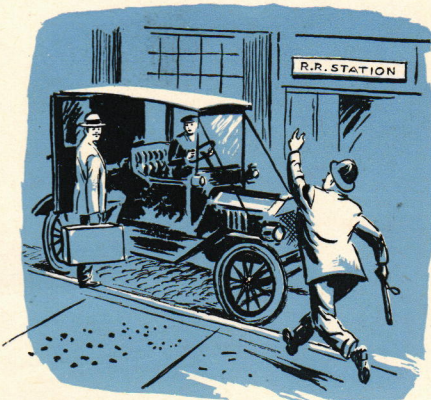
Supper was furnished by individual contribution. One member brought some limburger cheese, which caused some of the members to take offense. The limburger was misplaced . . . or lost. At last report, the sad brother was still looking for his cheese.

A pipe was presented as a prize to the brother who came dressed most appropriately as a hobo. Brother Malt Barrett

won. His makeup was reported to be so authentic that he came very near being run in as a public nuisance on his way home from the smoker.

DEPOT TROUBLES

The railroads of Salt Lake City had it pretty much their own way as to whose cabs or carriages would drive up to the depot and pick up passengers. They could not understand why any driver, unless he drove for one certain firm, should be permitted to come nearer than 300 feet of the station, either to solicit business or let off passengers. The drivers of only one firm could drive up alongside the depot and conduct their business. And pity the poor driver of another firm who dared to cross the 300-foot marker.



But a few did gather their courage and drive within the sacred space. Then the mighty arm of the law reached out and deposited them in the local jail. When sufficient time had elapsed to give them opportunity to repent of their "crime," they were then taken before the local police judge, who, realizing the enormity of their offense, fined them each \$10 and costs.

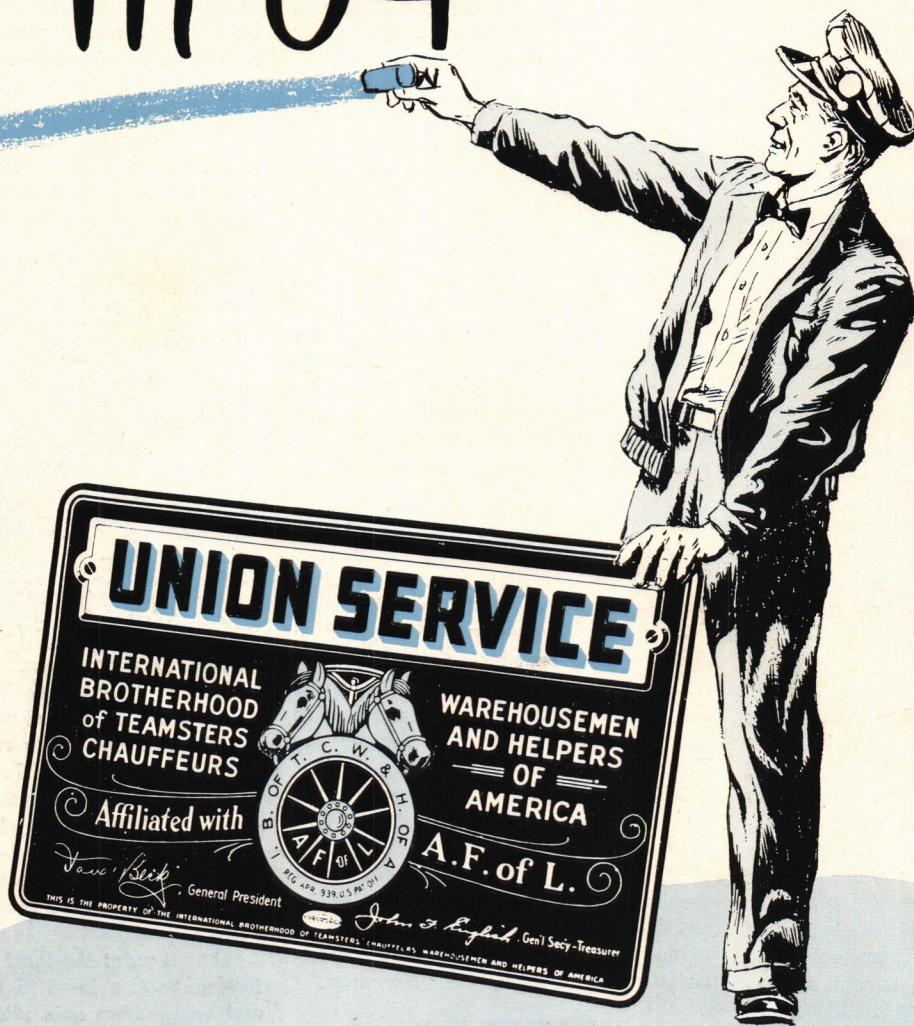
At that point the local union of Hack Drivers took a hand in the proceedings and engaged an able attorney, who appealed the case to the district court, where a decision was rendered in favor of the Teamsters.

Then the railroad people began talking about an injunction which would restrain drivers from approaching the depot. Such action was then pending.

The injunction had already been used at some depots in Chicago. Cab drivers of the city had fought it for years. The anti-union forces knew that the only chance they had was by tiring the Teamsters by long and drawn-out court business.

UNDERSCORE

in '54



Insist on the
TEAMSTER SHOP SIGN